



The Naval Chronicle.

VOL.

VIII



From July to December,

MDCCCII.

*"All Ocean is my own, and every land
To whom my ruling thunder ocean bears."*

Thomson's Liberator.

LONDON.

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TO
THE RIGHT HONOURABLE THE
COMMISSIONERS FOR EXECUTING THE OFFICE OF
LORD HIGH ADMIRAL
OF THE
UNITED KINGDOM,
THE EIGHTH VOLUME OF THE
Naval Chronicle,
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THE RIGHT HONOURABLE THE

COMMONS OF GREAT BRITAIN IN PARLIAMENT ASSEMBLED

AND HIGH ADMIRAL

OF THE

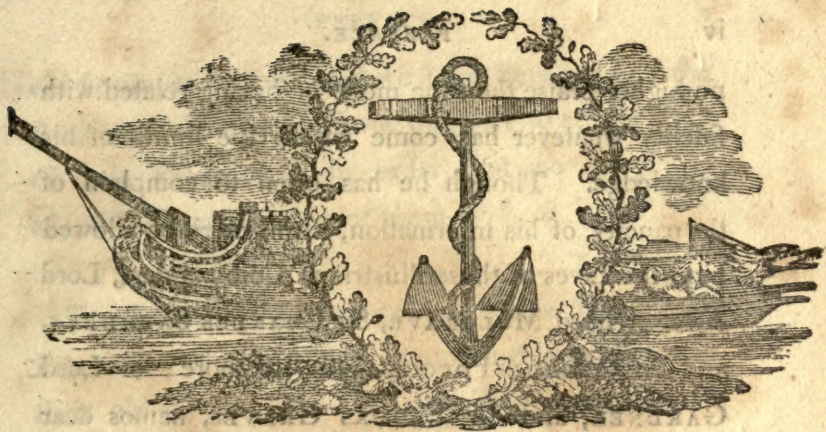
UNITED KINGDOM

THE EIGHTH VOLUME OF THE

GENERAL CHRONICLE

IN THE YEAR 1841

WITH THE MOST INTERESTING



P R E F A C E

TO THE EIGHTH VOLUME,

THE Completion of another Volume furnishes us with the customary opportunity of rendering our thanks to those who have contributed to the support of this Work by their patronage, or to the embellishment of it by their talents. It is in Literature, as it is in life, a duty which every man should impose upon himself, occasionally to review the task which he has undertaken, to apologize for the errors which he may have committed, and to acknowledge the assistance which he has received. In discharging this duty, as far as relates to himself, the Editor is neither inclined to deprecate severity, nor to court applause. As a Biographer, he has uniformly endeavoured to be accurate in his Memoirs of the eminent Characters of whom he has had occasion to treat, and seeks for

no higher praise than the merit of having related with fidelity whatever has come within the limits of his knowledge. Though he has often to complain of the paucity of his information, if this merit be allowed him, the Lives of those illustrious Commanders, Lord ANSON, Lord MULGRAVE, Sir CHARLES SAUNDERS, and Sir GEORGE POCOCK, now no more; of Lord GARDNER, and Sir THOMAS GRAVES, names dear to their Country, which appear in the present Volume, must excite interest, and, it is to be hoped, will gratify curiosity.

In that department of his duty, the office of reviewing the labours of others, the Editor has delivered his sentiments on the Works which have come under his consideration, without partiality or bias, bestowing praise with pleasure, where he thought he could bestow it with justice, and censuring with freedom where his judgment was offended. Among the Works which he has had occasion to mention with peculiar approbation, will be found Mr. CHARNOCK's valuable and elaborate History of Marine Architecture, Captain SCHOMBERG's Naval Chronology, Captain ELMORE's Directory and Guide to the Trade and Navigation of the Indian and Chinese Seas, and the Rev. Mr. WILLYAMS's Voyage in the Mediterranean. The same impartiality will distinguish

our future criticisms ; and we must here request the Authors of Works on Naval Subjects to send Copies of their Productions, in order that no delay may attend the consideration of them.

To our valuable Correspondents, the Editor and Proprietors of this Work cannot sufficiently express their obligations ; and they are happy to add, that the return of Peace has not diminished the number of Communications. While we render unfeigned thanks to those who have favoured us with their Contributions, we must at the same time solicit a continuance of their Literary Assistance, and we can safely promise that every attention shall be paid to their friendly aid. As we have experienced a considerable degree of difficulty in procuring the Portraits of eminent living Naval Characters, whose Memoirs we flatter ourselves would give general satisfaction, we take this opportunity respectfully to invite all gentlemen who may be in possession of such Portraits, to favour us with the loan of them for the purpose of engraving ; and, if accompanied at the same time with Sketches of their Lives, they would be peculiarly acceptable. In the early part of our Work, we gave Memoirs of some eminent and illustrious Characters without Portraits, but at the suggestion of many respectable Subscribers, we intend occasionally to

present our Readers with their Likenesses, and shall feel proud in seizing an opportunity of embellishing our Work with the Portraits of men so worthy of the admiration of their Country; so that in time the **NAVAL CHRONICLE** will exhibit a complete Series of the Portraits of the **NAVAL DEFENDERS OF BRITAIN.**

Communications intended for the **NAVAL CHRONICLE**, are requested to be sent to the Publisher, Mr. GOLD, No. 103, Shoe Lane, Fleet-street.

London, 31st December, 1802.

PLATES IN VOLUME VIII.

From Original Designs.

A VIGNETTE TITLE, from a Design by Mr. THURSTON, representing BRITANNIA, seated on a Cannon, a *Trident* in her right Hand, pointing to a Fleet under sail in the distance. Engraved by Mr. ARMSTRONG.

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Hedley sculp

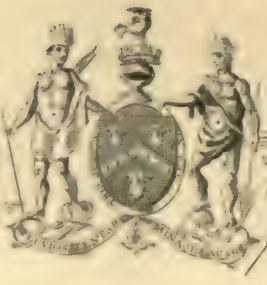
SIR CHARLES

SAUNDERS K.B.

Admiral of the

Blue Squadron

First Lord Comms.



of the Admiralty



BIOGRAPHICAL MEMOIRS OF
THE LATE SIR CHARLES SAUNDERS, K. B.

ADMIRAL OF THE BLUE SQUADRON, AND SOME TIME FIRST LORD COM-
MISSIONER OF THE ADMIRALTY.

He disdain'd, for coward ease,
And her insipid pleasures, to resign
The prize of glory, the keen sweets of toil,
And those high joys that teach the truly brave
To live for others, and for others die.

THOMSON.

SIR Charles Saunders was one of the most distinguished Officers of his time, and arrived at the highest rank in his profession. He entered early in life into the service of his country, and passed through all the subordinate stations of the Navy with the approbation of his superiors. He attained the rank of Lieutenant some time before the memorable expedition of Commodore Anson to the South Seas, and on the recommendation of that brave and judicious Officer, was appointed First Lieutenant of the *Centurion*, on board which ship Mr. Anson sailed. This appointment, at the express request of so accurate a judge of naval merit as Mr.

Anson, is a sure testimony that at an early period of life Mr. Saunders afforded, by his zeal, activity, and conduct, a strong promise that he would prove an honour to the service, an ornament and a benefit to his country.

The squadron under Commodore Anson sailed from Spithead September the 18th, 1740, and the Captain of the Pearl frigate dying on the coast of Brazil, the January following, a promotion of Officers took place, when Mr. Saunders was appointed to the command of the Trial sloop. Mr. Saunders, sharing the general sickliness of the crew, was dangerously ill at this time of a fever, and obliged to remain on board the Centurion, Mr. Saumarez, who succeeded him as First Lieutenant, was appointed provisionally to command the Trial till the re-establishment of his health should enable him to undertake the charge of the sloop himself. On his recovery Capt. Saunders proceeded on board the Trial, and his skill and courage as a navigator were eminently displayed in the passage of that vessel round Cape Horn. The squadron entered the Straits of Le Maire on the 7th of March, and from that time till the end of May, they experienced, with little intermission, a succession of the most dreadful tempests. To add to their distresses, the scurvy raged so violently among them, that the mortality in the squadron daily amounted to six or seven men, beside disabling many whose services were peculiarly required at this period of calamity and danger. On the 7th of April the Pearl and Severn separated from the Commodore, and intimidated by the continuance of the storm, or reduced by sickness, gave up the enterprise, and returned to England. On the 23d of the same month, the Trial was no longer able to keep company with the Centurion, but parted in a storm more terrible than any they had hitherto experienced. A less resolute Commander than Captain Saunders would probably on this occasion have judged it prudent to return to England, but his zeal for the service, assisted by the firmness of his mind, determined him to persevere in the

prosecution of the voyage. Already he had suffered incredible hardships: his crew was weakened and hourly suffering by sickness, and his vessel much damaged by the storm; but his anxiety to perform his duty prevailed over all the consideration of future safety, which these distressing circumstances rendered extremely doubtful, and it was the happiness of this intrepid Commander that his perseverance was crowned with success.

The Trial arrived at the island of Juan Fernandez two days after the Centurion had reached that hospitable, though uninhabited spot. Captain Saunders had by this time buried nearly one-half of his crew, and so deplorable was the condition of the survivors, that the Commander, the Lieutenant, and three men, were the only persons on board, capable of enduring the fatigue, necessarily attendant on the navigation of the ship.

The vegetable productions of Juan Fernandez, with the advantage of having tents on shore for the accommodation of the sick, soon stopped the progress of the scurvy, and the crew of the Trial being recovered, Captain Saunders was dispatched by Commodore Anson to cruise off the island of Masa Fuero, in hopes of finding some of the missing ships of the squadron, which might have mistaken the latter island for the appointed place of rendezvous. After a fruitless cruise, during which Captain Saunders examined every bay and harbour in the island of Masa Fuero, he returned to Juan Fernandez. About this time the Centurion had the good fortune to capture a Spanish prize. The prisoners on board this vessel were astonished at seeing a ship of so small a rate as the Trial, at Juan Fernandez, and believed, at first, that she had been built, on the island, by the English, whose indefatigable diligence, and almost incredible exertions, they could not sufficiently commend, for having, under the most adverse circumstances, reduced in numbers and weakened by sickness and the complicated calamities of a long and disastrous voyage, constructed and equipped in so short a time, a vessel of her description. Some of them had

probably experienced, and all of them had heard of, the dangers of the passage round Cape Horn, and they were at a loss to conceive how a vessel of the *Trial's* small dimensions was capable of performing a passage, that was frequently attempted in vain by the finest ships, and most skilful Commanders of the Spanish navy. Flattery could scarcely have conceived a compliment more honourable to Captain Saunders than this mistake of the Spanish sailors.

Although a part of the squadron belonging to this expedition, whose arrival Commodore Anson anxiously expected, was still missing, the Commodore, as it was his opinion that the Spaniards were still unacquainted with the arrival of the English in the South Seas, and therefore had probably many ships at sea, richly laden, dispatched Captain Saunders on a cruise in September. The subject of our memoir had now an opportunity of displaying his vigilance as a cruiser, as well as before he had of displaying his skill as a navigator. In a few days he fell in with, and captured, after a tedious chase, a valuable merchant ship, of 600 tons burthen, bound from Callao in Peru, to Valparaiso in Chili. This was the second prize which the English squadron made in the South Seas, and as the captured vessel and her cargo was estimated at 18,000*l.* it must have been considered as an auspicious omen of their future success. The good fortune of Captain Saunders was not, however, without alloy. The *Trial* sprung a mast during the chase, and was afterwards so much damaged in a squall, that the utmost exertions of the crew at the pumps were necessary to preserve her from sinking. In this condition, and there being no possibility of repairing the damages of the *Trial*, Commodore Anson determined to scuttle her, and ordered Captain Saunders and his crew to repair on board the prize, which, in honour of the *Trial* and her meritorious Officers and men, was now named the *Trial's* prize. As the vessel which Captain Saunders now commanded, had formerly been employed as a frigate in the Spanish service, Commodore Anson commissioned her as a frigate in the English

Navy, and her Commander received his commission as Post Captain the 26th of September, 1741. The guns of the Trial were put on board the prize, together with those of a victualler belonging to the squadron, which together amounted to twenty, and having scuttled the Trial, Captain Saunders, in his new ship, proceeded in company with the Centurion to cruise off the island of Valparaiso. This cruise did not prove successful; however, Captain Saunders shortly afterwards had the satisfaction of being present at the taking of Paita, and though it does not appear that he was personally concerned in that business, it can scarcely be doubted, but that his advice contributed to the success of the enterprise. Shortly after this, the condition of Captain Saunders's ship proved so bad, that she could no longer be navigated with safety, the crew of the Centurion was greatly reduced in number, and on board the Gloucester, which had joined them, the mortality was still more destructive. These circumstances determined Commodore Anson to destroy the Trial's prize, and remove the Officers and men on board the Centurion and Gloucester. This resolution was carried into execution in the harbour of Chequetan, where the Trial's prize was destroyed, and Captain Saunders removed on board the Commodore's ship. He remained with Commodore Anson some time in the South Seas, but was not present at the capture of the famous Manilla ship, having quitted the Centurion at Macao, where she refitted, previous to the cruise on which she took the galleon. Captain Saunders sailed in a Swedish vessel from Macao in the month of November 1742, having under his care dispatches from the Commodore for England, and arrived in the Downs, after an agreeable passage, in the month of May following. His departure from Macao terminated his share of the dangers and glory of the South Sea expedition: though a young Officer, he showed himself superior to difficulties that had proved fatal to old and experienced Commanders, and the enemy themselves testified their admiration of his conduct by doubting the possibility of what his perseverance

had achieved. His fortune might have acquired a large addition had he been present at the capture of the Manilla ship, but it could have added little to his fame, which already announced him as one of the most promising Officers in the service.

On his arrival in England in 1743, Captain Saunders was appointed to the command of the Sapphire frigate of forty-four guns, one of the ships of war employed, during the ensuing spring, in cruising off the coast of Flanders and blockading the harbour of Dunkirk. His success on this station does not appear to have been great, for the only capture he is recorded to have made, is that of a galliot hoy from Dantzick, having on board nearly two hundred Officers and soldiers belonging to Count Lowendahl's regiment at Dunkirk, which had been raised in Prussia for the service of the French King. His vigilance probably kept the enemy within their ports, and to this must be attributed his want of success.

Captain Saunders remained on board the Sapphire, we believe, till he was promoted to the command of the Sandwich, of 90 guns, which appointment took place in the month of May 1745. This ship was employed as a guard-ship, and so inactive a station being unsuitable to the energy of Captain Saunders's character, he was, according to his wishes, in the month of April ensuing, removed to the Gloucester, of 50 guns, a ship just launched, and named after one of Commodore Anson's unfortunate squadron.

Being now employed on actual service, Captain Saunders had soon an opportunity of distinguishing himself. In 1746, cruising in company with the Lark, Captain Cheap, one of the Officers belonging to Commodore Anson's expedition, they captured the Fort de Nants, a register ship from Spanish America, valued at one hundred thousand pounds. Captain Saunders probably took other prizes, but we have no authentic information concerning him, till October 1747, when he commanded the Yarmouth, of 64 guns, one of the fleet commanded by Rear-Admiral Hawke,

which engaged and captured nearly the whole of the French squadron under the orders of M. L'Entendiere. To this important victory Captain Saunders very eminently contributed; two of the enemy's ships, the Neptune and the Monarque, of 74 guns each, having, as is reported by an eye-witness *, struck to the Yarmouth. Though his loss in the engagement was very severe, amounting to nearly 100 of his crew killed and wounded, he is said to have proposed to Captains Saumarez and Rodney, of the Nottingham and Eagle, the former of which gentlemen, as has already been mentioned, had served with him in the Centurion, that they should pursue the Tonant, of 80 guns, and the Intrepide, of 74 guns, which ships were then endeavouring to make their escape. This measure appears to have been carried promptly into execution, but its success was

* The following account of his gallantry on this occasion is given in a letter, written by an Officer belonging to the Yarmouth. It bears a testimony too honourable to the character of Captain Saunders to be omitted here :—

Though the Yarmouth, without dispute, had as great a share as any single ship in the fleet, if not a greater, in the engagement with the French, October the 14th, yet, in all the accounts I have seen, she is not so much as mentioned, as though no such ship had been there. It is something surprising that Admiral Hawke should see and notice, in his long account, the behaviour of the Lion, Louisa, Tilbury, and Eagle, and yet could discover nothing of the extraordinary courage and conduct of Captain Saunders of the Yarmouth, who lay two hours and a half close engaged with the Neptune, a 70 gun ship, with 700 men, which he never quitted till she struck, although the Monarch, a 74 gun ship, which struck to us likewise, lay upon our bow for some time, and another of the enemy's ships upon our stern. When the Neptune struck, after killing them 100 men, and wounding 140, she was so close to us, that our men jumped into her; and notwithstanding such long warm work, the ship much disabled in masts and rigging, and twenty-two men killed, and seventy wounded, his courage did not cool here. He could not with patience see the French Admiral and the Intrepide, a 74 gun ship, getting away, nor could he think of preferring his own security to the glory and interest of his country, but ardently wished to pursue them, he proposed it therefore to Captain Saumarez, in the Nottingham, and Captain Rodney, in the Eagle, who were within hail of us; but Captain Saumarez being unfortunately killed by the first fire of the enemy, the Nottingham hauled her wind, and did no more service, and the Eagle never came near enough to do any, so that the Yarmouth had to deal with both the enemy's ships for some time, till at length they got out of the reach of our guns. I think so much spirit and bravery ought not to lie in oblivion.

was fatally prevented by the unfortunate death of Captain Saumarez, of the Nottingham.

Captain Saunders, in the month of November following, was examined as a witness on the trial of Captain Fox, of the Kent, for misbehaviour during the action with L'Entendiere's squadron; but the naval registers of the times do not mention his name, as connected with the service, during the continuance of the war. In the month of April 1750, he had the honour to be elected Member of Parliament for the borough of Plymouth, on a vacancy occasioned by the advancement of Lord Vere Beauclerk to the dignity of a Peer of Great Britain. He married, on the 26th of September, in the following year, the only daughter of James Buck, Esq. a banker in London, but it does not appear that he had any issue.

In January 1752, he was appointed Commodore of the squadron under orders to proceed to the Mediterranean, for the purpose of relieving Mr. Keppel, who then held the chief command on that station. Captain Saunders did not, however, proceed to this station, for in May following he was appointed Commodore and Commander in Chief at Newfoundland. He sailed shortly afterwards for this station on board the Penzance, of 40 guns, and was instructed to look for a supposed island in lat. 49 deg. 40 min. longitude 24 deg. 30 min. from the Lizard, in search of which Commodore Rodney, some weeks before, had cruised ten days in vain. It is almost unnecessary to add that Commodore Saunders had no better success. After remaining the usual time on the Newfoundland station, he returned to England, and in April 1754, was appointed Treasurer of Greenwich Hospital, an office which on his farther promotion he resigned.

In the Parliament that met at Westminster, May the 31st, in the same year, he was returned a member for the borough of Heydon in Yorkshire, through the interest of his great and constant friend Lord Anson.

In consequence of the appearance of a war with France, which every day became more threatening, in the month of March 1755, Mr. Saunders was appointed to the command of the *Prince*, a new ship, of 90 guns, and in June he entertained with the utmost magnificence, on board his ship at Spithead, a numerous assemblage of the first Nobility of the kingdom, who came to see the rejoicings of the fleet on the anniversary of the King's accession. Captain Saunders continued to command the *Prince* till the month of December following, when he quitted his ship on being appointed Comptroller of the Navy. This lucrative place he probably obtained through the patronage of his steady friend Lord Anson, who at this time was at the head of the Board of Admiralty. Having accepted a civil appointment under Government, he vacated his seat in Parliament, but was immediately rechosen for the borough he had before represented. About the same time he had the honour to be elected an Elder Brother of the Trinity House, a strong proof of the high respect in which his character was held. In the spring of 1756, war being formally declared against France, an Officer of the acknowledged services, experience, and merit of Captain Saunders, could not long remain unemployed. Accordingly, in the month of June, intelligence being received of the misconduct of Admiral Byng in the Mediterranean, and the consequent loss of Minorca, a large promotion of Flag Officers was made, purposely to include Captain Saunders, who sailed immediately afterwards with Sir Edward Hawke, as a passenger on board the *Antelope*, for Gibraltar, where he was to hoist his flag as Rear-Admiral of the Blue. On the return of Admiral Hawke to England, in January 1757, the command in chief of the Mediterranean fleet devolved on Admiral Saunders; but it does not appear that any very favourable opportunity * was

* The most remarkable appears to have been the following skirmish, which took place early in the year, with a small French squadron, bound to Louis-

afforded him of signalizing himself, during his continuance on that station. In 1758, he was promoted to be Rear Admiral of the White, and in February 1759, to be Vice-Admiral of the Blue. Immediately on this last promotion, he was appointed Commander in Chief of the naval armament destined to assist in the reduction of the French possessions in North America. He sailed from Spithead on the 17th of February, on board the Neptune, of 90 guns, having with him as "his colleague in war," the immortal General Wolfe, who commanded the land forces attached to the expedition. The fleet under the orders of Admiral Saunders consisted of the Neptune, his flag-ship; the Royal William, of 84 guns; the Dublin, Shrewsbury, and Warspite, of 74 guns; Orford, of 70 guns; Alcide and Stirling Castle, of 64 guns; the Lizard, of 20 guns; the Scorpion sloop, the Cormorant, Strombolo, and Vesuvius fireships, and the Baltimore, Pelican, and Racehorse bomb vessels. A detachment under Admiral Holmes, a junior Officer, had sailed from Spithead a few days before. On the 21st of April Admiral Saunders made the island of Cape Breton, but not being able to enter the harbour of Louisbourg on account of the ice, he was obliged to bear away for Halifax in Nova Scotia. From this station he dispatched a division of the fleet under Admiral Durel, to cruise off the isle of

bourg, under Monsieur Revest. The Phoenix, Captain Warfe, arrived at Plymouth on the 23th of April, in eighteen days from Malaga, and reports that on the 2d instant, Admiral Saunders, at Gibraltar, had received an express from Malaga, with advice that there were off that port, four French men of war, of 74 guns each. On which he went out with the Culloden, Berwick, Princess Louisa, Guernsey, and Portland, to cruise in the Gut, and on the 5th about four o'clock in the afternoon, saw the French. He being to leeward, formed the line; and about sunset the enemy did the same, about two miles to windward of our Admiral, and began to fire, but it did not reach our ships. The Guernsey and Louisa got within shot, and began to engage; but before the rest got up it was night, and the two squadrons lost sight of each other. About nine o'clock the moon getting up, the Guernsey and Louisa saw the French again. The Admiral made a signal to chase, but could not come up with them. On the 8th, the Phoenix spoke with one of the Admiral's ships, who said they lost sight of the French the day before.

Condres, at the entrance of the river St. Lawrence, in order to intercept a small fleet of French victuallers and transports, which he had intelligence, before he left England, had sailed to the relief of Quebec; but though every possible exertion was made on the part of the English squadron, the French had the good fortune to reach the place of their destination, before Admiral Durel appeared off the mouth of St. Lawrence. Towards the latter end of the month of May, the navigation being deemed sufficiently open, Admiral Saunders sailed from Halifax with the remainder of the armament, and on the 6th of June stood in for the river St. Lawrence.

The fleet now consisted of twenty-one ships of the line, beside frigates, smaller vessels of war, and a numerous body of transports, and owing to the difficult navigation of the river St. Lawrence, did not reach the island of Orleans, the place of disembarkation, till the 26th. On this occasion the discernment of Admiral Saunders first brought into public notice a seaman, whose abilities afterwards shed pre-eminent lustre on his country. To select for difficult undertakings a person every way qualified for the service, reflects equal honour on the judgment of the employer, and on the capacity of the employed. The buoys and marks which facilitated the navigation of the river St. Lawrence, had been carefully removed by the French, on the appearance of an hostile fleet, it was therefore a matter of great consequence to the success of the expedition, that a proper person should be appointed to survey the channel of the river, and point out the dangers of the navigation. To this important service Admiral Saunders appointed a person, who then held a very subordinate station in the fleet. This person was Cook, who afterwards proved the most intrepid and skilful navigator that perhaps the world ever saw. Had the public services of Admiral Saunders been confined solely to the opportunity he here afforded this great man of displaying his talents, he had conferred a benefit on his country that had deserved its lasting gratitude. How perfectly qualified

was Cook for the difficult service on which he was employed, the whole of his future life (during which he enjoyed the patronage of Admiral Saunders), was an illustrious testimony. After Cook had surveyed the river, the fleet reached the island of Orleans in safety, and on the 27th of June the British forces were landed. The following day an attempt was made by the enemy to destroy the fleet, by sending down the river seven fireships or rafts, of an uncommon description, but owing to the vigilance of the Admiral, and the excellent disposition of his fleet, the design proved abortive, although the channel was crowded with vessels, and the rapidity of the stream favoured the attempt of the enemy. On the 28th of July, the French made a similar attempt, but of a more formidable nature. Nearly 100 rafts of timber, charged with combustibles of every kind, and driven by the course of the stream, seemed to threaten inevitable destruction to the British fleet. But the good fortune of Admiral Saunders again prevailed, and the alarming preparations of the enemy were frustrated. In all the subsequent events of the memorable siege of Quebec, Admiral Saunders appears to have born a distinguished share; but it would be difficult now, if not invidious, to decide how far he contributed to the general success of the enterprise. The blaze of glory which deservedly crowns the memory of Wolfe, obscures the fame of his brother in arms. It cannot, however, be doubted, but that Admiral Saunders, by his able disposition of the marine forces under his command, his zeal for the service, and his various knowledge of the art of war, materially assisted in the reduction of the place. On the 18th of September he had the honour of signing with General Townshend, the articles of capitulation granted to the garrison of Quebec, by which this memorable expedition was terminated with the most complete success.

The surrender of Quebec having made the farther assistance of the fleet unnecessary, Admiral Saunders sailed on his return for England, accompanied by General Towns-

hend. In the chops of the Channel they were informed of the Brest fleet being at sea, on which the Admiral took the gallant resolution of going to join Sir Edward Hawke, though without orders, and dispatched a vessel to England with intelligence to the Admiralty of the measure he had taken, and his hopes that it would meet with their approbation. But that affair had been gloriously decided by the total defeat of the French fleet before his arrival. On this he altered his course, and the wind not being favourable for England, he bore away for Ireland, and landed at Cork. From thence he went by land to Dublin, where he arrived on the 15th of December, and going accidentally to the Theatre, he was received by the whole audience with the highest demonstrations of applause, which being most truly merited by his eminent services, and particularly by the glorious conquest he was just returned from, could not fail to have been gratifying to him, though no man was ever of a character more averse to flattery, and desirous of shunning popular applause.

Leaving Dublin, Admiral Saunders arrived in London on the 26th of December, and his reception, both by his Sovereign and all ranks of people, was in the highest degree honourable to him. Without any solicitation on his part, some days previous to his arrival, he was appointed Lieutenant-General of Marines. Attending in his place in the House of Commons on the 23d of January 1760, the thanks of the House, which some time before had been unanimously voted him, were given him in the customary forms by the Speaker. In the course of the spring, he was appointed Commander in Chief on the Mediterranean station, and sailed from St. Helens on the 21st of May, having his flag still on board the Neptune, with the Somerset, of 70 guns, the Firme, of 60 guns, and the Preston, of 50 guns, under his orders. He arrived at Gibraltar on the 9th of June. The repeated losses of the French had nearly annihilated their naval force in the Mediterranean, and therefore, though

Admiral Saunders by no means continued in a state of inaction, his command was not distinguished by any remarkable events during the remainder of the year. In the new Parliament, which was chosen in the beginning of 1761, but did not meet till the month of November, he was re-elected, through the influence of Lord Anson, to represent the borough of Heydon; and on the 26th of May was installed, by proxy, Knight Companion of the Most Honourable Order of the Bath. During the continuance of the war, Sir Charles Saunders retained his command in the Mediterranean, and in his absence, in the month of October 1762, was promoted to the rank of Vice-Adm. of the White. On the 30th of August 1765, he was appointed one of the Commissioners for executing the office of Lord High Admiral, and on the 16th of September in the following year, he was raised to the dignity of Privy Counsellor, and appointed First Lord of the Admiralty.

Sir Charles Saunders being a junior Admiral, his promotion to the high station of First Lord of the Admiralty, gave offence to a number of senior Admirals, among others to Sir George Pocock, who immediately waited on Lord Hawke, and complained to him, in rather severe terms, of the indignity he thought was offered on that occasion to the older Flag-Officers. Lord Hawke was at this very time on the point of going out in order to congratulate Sir Charles on his promotion, and when he informed Sir George of his intention, the opinion of that great and good man had so much weight with him, and he expressed himself so strongly in favour of Sir Charles Saunders, as not only to moderate his displeasure, but also to adopt a similar conduct himself. By this it is seen how high an opinion Lord Hawke entertained of the merits of Sir Charles Saunders. He retained his situation, as First Lord of the Admiralty, only two months, and then resigned.

In the funeral procession of his Majesty's brother, the Duke of York, on the 3d of November 1767, he was one

of the Admirals who supported the canopy. In the new Parliament which met in the month of May 1768, he was again chosen for the borough of Heydon, though some time before, he had sustained a severe loss by the death of his illustrious friend Lord Anson, through whose influence he had formerly been returned. In October 1770, he was appointed Admiral of the Blue. The Parliament being dissolved in 1774, Sir Charles Saunders stood a candidate for the borough of Yarmouth, a place that has frequently been represented by distinguished Naval Commanders; but in this contest, perhaps the only one in his life where he ever failed, he was unsuccessful. He was, however, rechosen a fourth time for the borough of Heydon. He did not long survive this event, dying at his house in Spring Gardens, of the gout in his stomach, on the 7th of December, 1775.

The praise that is bestowed on living characters, may often be suspected to proceed from interested motives, but it is otherwise with the applause that is bestowed on the dead. Five hours after his lamented death, a just eulogium was paid his memory in the House of Commons, by two members eminently distinguished for their virtues and abilities. Sir George Saville and Edmund Burke, who had been the intimate friends of Sir Charles Saunders in his life-time, in announcing his death to the House, took a proper occasion to enlarge on his public services, his private virtues, the splendid achievements of his professional career, and the loss the nation had sustained, in being deprived of the counsels and exertions of so gallant and experienced a Commander, at a period when the colonies were in open revolt, and the empire was threatened with hostilities by the combined forces of France and Spain. The House acknowledged the justice of the eulogium pronounced on this melancholy occasion, and men of all ranks and parties were anxious to testify their respect for the deceased:

On the 12th of the month, the remains of Sir Charles Saunders were privately interred in Westminster Abbey, near the monument of General Wolfe, "his gallant brother

of the war." He died possessed of very considerable property, the bulk of which he bequeathed to his niece; but he left several handsome legacies so some of his brother Officers, which in a particular manner bespeak the excellence of his disposition. To Admiral Keppel, who had served with him as Lieutenant on board the *Centurion*, and with whom he had lived for many years in the closest friendship, he bequeathed a legacy of 5000*l.* and 1200*l.* a year; to Sir Hugh Palliser 5000*l.* and to Timothy Brett, Esq. the son of Sir Piercy Brett, a brother Officer under Lord Anson, and his second in the Mediterranean, a legacy to the same amount. To sum up the character of Sir Charles Saunders, he was an Officer equally distinguished for his gallantry on the day of battle, and for his seamanship in the hour of danger: his conduct while he had the command of the *Yarmouth* is a proof of the former, his passage round Cape Horn, in the *Trial*, of the latter. He was steady in his friendships, an excellent judge, and a warm patron, of merit. His zeal for the glory of the service was of the most ardent description, and had farther opportunities been afforded him of signalizing himself, it cannot be doubted he would have left behind him a reputation equal to that of the most illustrious Naval Commanders.

AN ACCOUNT OF THE
INSTITUTION AND PRACTICE OF INSURANCE
 AGAINST THE DANGERS OF THE SEAS.

[As the re establishment of Peace will naturally encourage a number of Merchants and Mariners to embark in new enterprises, and as our external trade will thereby be considerably increased, we have been at some pains to draw up this article for the benefit and instruction of our readers.]

INSURANCE against loss at sea is carried on to the best advantage by public companies, or by a considerable number of private persons, each of whom only engages for a small sum, on the same vessel. There are two public companies established by authority of

Parliament, viz. the London and Royal Exchange Insurance Companies. For procuring subscriptions by private persons, brokers are generally employed, who extend the policy or contract of Insurance, procure subscriptions, and assist at settling losses. They are entitled to an allowance for their trouble, generally five *per cent.* on premiums, and two *per cent.* on losses.

The parties who engage to pay the damage are called the *Insurers*, or *Underwriters*; the parties for whose security they engage, are called the *Insured*, and the premium is understood to be paid when the insurance is made.

On this subject we shall consider what is necessary to render an insurance valid, when the risk commences, and when it terminates; what constitutes a total or a partial loss, what proof of loss is necessary, and how the loss is adjusted.

First, in order to render an insurance valid, the insured must have property really at stake; the voyage must take place under the circumstances agreed on; and the dangers insured against must not be contrary to law, and a candid account must be given of circumstances which enhance the danger.

1. The condition of possessing property was required by 19 Geo. 2. cap. 37, to prevent ships from being fraudulently destroyed when insured above their value; and to discourage a practice which had become common, of converting policies to the purpose of mere wagers. In transactions of this kind, as the insured had no property, and could claim no indemnification for partial damage, so the insurers having lost their wager by the ship's being lost, could claim no abatement though part was saved; accordingly, the policies contained clauses of interest or no interest, free from average, and without benefit of salvage. All such policies are declared invalid.

This restriction does not extend to privateers, nor to ships trading to the Spanish or Portuguese plantations.

Insurances are commonly made as interest shall appear, and it is incumbent on the insured to prove the value of his property. The value of the goods may be proved by the invoices, and the coquet must be produced, if required, to instruct that the goods were actually shipped. It is admitted to value the ship at prime cost and charges, deducting the freights that have been drawn since purchased, if the proprietors choose to stand to that rule; but they are not restricted to it. Sometimes the value of the ship or goods is expressed in the policy; and this value must be admitted, although it be higher than the true one; but it is incumbent on the insured to prove that he had property at stake, and if the property be trifling in com-

parison with the sum insured, the insurance will be set aside as an evasion of the statute.

Expected profits and bounty on the *whale* fishery, if specified in the policy, may be insured.

When the value is less than the sum insured, the owners may claim a return of premium for the excess.

If there be several policies on the same subject, of different dates, the earliest one is valid, and the others must be vacated. If they be of the same date, they must be vacated in equal proportions.

When a policy is vacated, in whole or in part, the underwriters have a right to retain one-half *per cent.* for their trouble.

In the case of a cargo intended for A. but afterwards sent to B. both expected it, and insured, and B. claimed for the value on its being lost. The underwriters answered, that it was a double insurance, and they ought only to pay their proportion. Judgment was given finding them liable for the whole, and reserving to them any demand competent against the underwriters who insured for A.

Fraudulently to cast away or destroy a ship insured above its value, is felony.

2. If the ship does not proceed on the voyage, or if, being warranted to depart with convoy, it departs without convoy, the insurance must be vacated.

If the extent of a trading voyage be uncertain, the longest one in contemplation is described in the policy, and it is agreed that part of the premium shall be returned if the voyage be shortened. In like manner, in time of war, when insurance is made without condition of convoy, it is agreed that part of the premium be returned in case it sail with convoy.

When a ship is warranted to depart with convoy, it is understood from the usual place of convoy (*e. g.* the Downs), and it is insured till it arrive there.

The common proof of sailing with convoy is the production of sailing orders; but if a ship be prevented by the weather from receiving the sailing orders, other proof may be admitted.

A ship was insured from the Thames to Halifax, warranted to sail from Portsmouth with convoy. The convoy had sailed before the ship had arrived there, and the underwriters declined to insure it without convoy for the rest of the voyage. They were found liable to return part of the premium, retaining only in proportion to the accustomed rate from London to Portsmouth. This decision seems to establish the following principle, that when the voyage performed is only part of that described in the policy, and when the risque can

be proportioned, the underwriters are bound to return part of the premium, though there be no agreement for that purpose.

But if a ship insured only against the hazards of the sea, be taken by the enemy, the insured have no right to claim a return of premium, though the capture happen soon, under pretence that little sea-hazard was incurred.

If a ship deviates from the voyage described in the policy without necessity, it sets aside the insurance. An intention to deviate is not sufficient to set it aside; there must be an actual deviation, and even in that case the insurers are liable for damages sustained before deviation.

It is no deviation to go out of the way to the accustomed place of convoy, nor to the nearest place where necessary repairs may be had. Deviation, for the purpose of smuggling, if without the knowledge of the owners, does not set aside the insurance, nor when the master is forced by the crew to return.

In insurances to the East Indies and home, the insurers are understood to take the risk of detention in the country, and of country voyages.

3. Insurance of prohibited goods against the risque of seizure by Government, is unlawful, and invalid. The insurers, insured, brokers, and all accessaries, are liable to the fine of 500*l*.

4. If the insured have any information of more than common danger, they must reveal every such circumstance to the insurers, otherwise the policy is set aside.

This rule is established for the preservation of good faith, and there are several strong decisions in support of it. If a ship be spoke to leaky at sea, or if there be a report of its being lost, these circumstances must be communicated to the insurers. Even the concealment of a false report of loss vitiates the insurance; and if the ship be afterwards lost, though in a different manner, the insured will recover nothing. In a voyage from Carolina to London, another ship had sailed ten days after that which was insured, and arrived seven days before the insurance was made; and the concealment of this circumstance, though the fact was not proved to the satisfaction of the jury, was considered as sufficient to set it aside. Also during the continuance of the American war, a ship being insured from Portugal, by the month, being condescending on the voyage, sailed for North America, and was taken by a provincial privateer. The insurers refused to pay, because the hazardous destination was con-

ceased; and it was only upon proof of the insured being equally ignorant of it, that they were found liable.

But the insured are not obliged to take notice of general perils, which the insurers are understood to have in contemplation: dangerous navigation, West Indian hurricanes, enterprises of the enemy, and the like.

Insurance is not set aside by a mistake in the name of the ship, or master, or the like.

Insurance may be made on an uncertain ship; on any ship that the goods may be loaded on; on any ship that A. shall sail in from Virginia. In this last case, the policy is not transferred to a ship which A. goes on board during the voyage.

Secondly, If a ship be insured at and from a port, the insurance commences immediately if the ship be there. If it be damaged when preparing for a voyage, the insurers are liable, but not if the voyage be laid aside for several years with consent of the owners. Insurance from a port commences when the ship breaks ground; and if it set sail, and be driven back and lost in the port, the insurers are liable.

Insurance on goods generally continues till they be landed; but if they be sold after the ship's arrival, and freight contracted to another port, the insurance is concluded. Goods sent on board another ship or lighter are not at the risque of the insurer, but goods sent ashore in the long boat are.

Insurance on freight commences when the goods are put on board.

Goods from the East Indies, insured to Gibraltar, and to be re-shipped from thence to Great Britain, were put on board a store-ship at Gibraltar, to wait an opportunity of reshipping, and were lost; the custom of putting goods on board a store ship being proved, the insurers were found liable.

Loss of sails ashore, when the ship is repairing, is comprehended within the insurance. What is necessarily understood, is insured, as well as what is expressed; the essential means, and intermediate steps, as well as the end. Ships performing quarantine are at the risque of the insurer.

Thirdly, The insurers are liable for a total loss when the subject perishes through any of the perils insured against. Barratry, though it properly signifies running away with the ship, extends to any kind of fraud in the master or mariners. Insurance against detention of princes, does not extend to ships that are seized for transgressing the laws of foreign countries.

The insurers are also liable for a total loss when damage is sustained, and the remaining property abandoned or vested in the insurers.

If a ship be stranded, or taken and kept by the enemy, or detained by any foreign power, or seized for the service of the Government, the proprietors have a right to abandon.

But if a ship be taken by the enemy, and be retaken, or makes its escape, before action against the insurers; have the insured a right to abandon, or must they only claim for the damages sustained as an average loss? There are opposite decisions according as the circumstances of the case were strong. When the ship was long detained, the goods perishable, the voyage entirely lost, or so disturbed, that the pursuit of it was not worth the freight, or when the damage exceeds half the value of the thing, they have been found intitled to abandon (*Gloss v. Withers*, 2 Burrow, 683). But if the voyage be completed with little trouble or delay, they are not entitled (*Hamilton v. Mendez*, 2 Burrow, 1198).

The insured cannot claim, as for a total loss, on an offer to abandon or not. They may retain their property if they please, and claim for an average loss; and they must make their option before their claim.

If the goods be so much damaged that their value is less than the freight, the insurers are accountable as for a total loss.

The insurers are liable for general average when the property is charged with contribution; and for particular average when the property is damaged or part of it destroyed.

If the damage be sustained through the fault of the ship, the owners of the goods may have recourse either against the masters or insurers; and if the insurers be charged, they stand in the place of the owners, and have recourse against the master.

In order to prevent the insurers from being troubled with frivolous demands for average, it is generally stipulated, that none shall be charged under five *per cent.* or some other determined rate; and corn, flax, fruit, fish, and the like perishable goods, are warranted free from average, unless general, or the ship be stranded.

In order to encourage every effort to save the ship, the insurers are liable for charges laid out with that design, although the subject perish. Thus, they may be charged with more than the sum insured.

In case of goods being damaged, the proportion of the sum insured, for which the underwriters are liable, is regulated by the proportion of the prices which the sound and damaged goods fetch at the port

of destination. The prime cost of the goods is not considered, nor the necessity of immediate sale, in consequence of damage. Although the damaged goods sell above prime cost the insurers are liable.

Fourthly, If a ship be lost and the crew saved, the loss is proved by the evidence of the crew.

If damage is sustained, the extent is proved by an examination of the subject damaged at the ship's arrival, and the cause by the evidence of the crew.

If the ship be stranded, evidence must be taken at the place where stranded.

Documents of loss must be laid before the underwriters, with all convenient speed, and if these be sufficiently clear, the loss shall be immediately settled. The underwriters generally grant their notes at a month or six weeks date for their proportions.

If a ship be not heard of for a certain time, it is presumed lost, and the underwriters are liable to pay the sums insured, the property being abandoned to them in the event of the ship's return. Six months are allowed for a voyage to any part of Europe, a year to America, and two years to the East Indies.

By the ordinance of Hamburgh, if a ship be three months beyond the usual time of performing a voyage, the underwriters may be desired to pay 92 *per cent.* on an abandon. If they decline it, they are allowed fourteen months more, and then they must pay the full value.

A ship insured against the hazards of the sea, but not against the enemy, if never heard of, is presumed lost at sea.

Fifthly, In order that the manner of settling losses may be understood, we must explain what is meant by *covering property*. We mentioned already, that insurances for greater sums than the insured had really at stake, were contrary to law; but some latitude is allowed in that respect, for if the owner were to insure no more than the exact value of his property, he would lose the premium of insurance, and the abatement, if any was agreed on.

For example, if he has goods on board to the value of 100*l.* and insures the same at five *per cent.* to abate two *per cent.* in case of loss; then, if a total loss happen, he recovers 98*l.* from the insurers, of which 3*l.* being applied to replace the premium, the net sum saved is only 95*l.*; but if the value on board be only 95*l.* and the sum insured 100*l.* he would be fully indemnified for the loss; and his property, in that case, is said to be covered.

To find how much should be insured to cover any sum, subtract the amount of the premium and abatement (if any) from 100l. As the remainder is to 100l. so is the value to the sum which covers it.

In case of a total loss, if the sum insured be not greater than that which covers the property, the insurers must pay it all. If greater, they pay what covers the property, and return the premium on the overplus.

Partial losses are regulated by this principle, that whereas the owner is not fully indemnified in case of a total loss, unless he covers his property, therefore he should only be indemnified for a partial loss in the same proportion; and if it be not fully insured, he is considered as insurer himself for the part not covered, and must bear a suitable proportion of the loss. Therefore the value of the property is proved, and the sum required to cover it computed. If that sum be all insured, the underwriters pay the whole damage; if only part be insured, they pay their share; which is computed by the following rule.—as the sum which covers the property is to the sum insured, so is the whole damage to the part for which the insurers are liable. For example; if the value of the property be 360l. the sum insured 300l. the premium eight *per cent.* and abatement two *per cent.*; then the sum which should be insured to cover the property is 400l. and if damage be sustained to the extent of 200l. the owners will recover 150l.

If a voyage is insured out and home, the premium outward must be considered as part of the value on the homeward property, and the sum necessary to cover it computed accordingly. For example, to insure 100l. out and home, at five *per cent.* each voyage, abatement two *per cent.* we compute thus:—

93l. 100l.; 100l. 107l. 10s. 6d. to be insured outward, premium on 107l. 10s. 6d. outward, at five *per cent.* 5l. 7s. 6d. 93l. 100l.; 105l. 7s. 6d.; 113l. 6s. to be insured home, the premium on which is 5l. 13s. 6d. and if the ship be lost on the homeward voyage,

From the sum insured home	-	113 6 0
Subtract the discount, 2 <i>per cent.</i>	-	2 5 3

Sum for which the insurers are liable	-	111 0 9
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Insurance out	-	5l. 7s. 6d.
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Insurance home	-	5l. 13s. 3d.	-	11 0 9
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Covered property	100 0 0
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MR. EDITOR,

KNOWING, from observation, that your very entertaining and useful publication the NAVAL CHRONICLE, has found its way on board most of the ships of his Majesty's Navy, I am induced to offer the inclosed, and solicit a corner for its insertion, as I think it will be found extremely useful, more especially to the younger Gentlemen of the Navy. It is a Table composed by Vice-Admiral WALDEGRAVE, which I found in a book entitled *A Treatise on Naval Tactics*, and as it is my idea that those things cannot be too generally known, and those who read the Naval Chronicle may not have seen this Treatise, I trust will be considered a sufficient apology for my making the extract. If your ideas coincide with mine, it is at your service.

June 22, 1802.

NEPTUNE.

A Table for finding the Distance of Ships in the Line.

Dist. in fathoms.	100 Guns.	90 Guns.	84 Guns.	74 L. Guns.	74 S. Guns.	64 Guns.	60 Guns.	50 Guns.
	deg. min.	deg. min.	deg. min.	deg. min.	deg. min.	deg. min.	deg. min.	deg. min.
50	31 50 ¹ / ₂	30 45	35 43	31 13	30 16	27 50	26 45 ¹ / ₂	25 34 ¹ / ₂
100	16 21 ¹ / ₂	15 43 ¹ / ₂	16 49	16 7 ¹ / ₂	15 34 ¹ / ₂	14 4 ¹ / ₂	13 28 ¹ / ₂	12 5 ¹ / ₂
150	11 3 ¹ / ₂	10 37	11 25	10 48 ¹ / ₂	10 26	9 30	9 5 ¹ / ₂	8 39
200	8 18 ¹ / ₂	7 59	8 29 ¹ / ₂	8 7 ¹ / ₂	7 50	7 8	6 49 ¹ / ₂	6 29
250	6 39	6 23 ¹ / ₂	6 50	6 30	6 16 ¹ / ₂	5 42	5 27	5 11 ¹ / ₂
300	5 32 ¹ / ₂	5 18	5 39 ³ / ₄	5 24 ¹ / ₂	5 13 ¹ / ₂	4 44 ¹ / ₂	4 32 ¹ / ₂	4 19 ¹ / ₂
400	4 9	3 59 ¹ / ₂	4 15	4 3 ¹ / ₂	3 55	3 34	3 24	3 14
500	3 19 ¹ / ₂	3 11 ¹ / ₂	3 24	3 15	3 8	2 51	2 44	2 36
600	2 46	2 39	2 50	2 42 ¹ / ₂	2 36 ¹ / ₂	2 22 ¹ / ₄	2 17	2 10
700	2 22 ¹ / ₄	2 17	2 25 ¹ / ₂	2 19	2 14	2 2	1 57	1 51
800	2 5	1 59	2 8	2 2	1 58 ¹ / ₂	1 46 ³ / ₄	1 42 ¹ / ₂	1 37 ¹ / ₂
900	1 51	1 46 ¹ / ₂	1 53 ¹ / ₂	1 48	1 41 ¹ / ₂	1 35	1 31	1 27
1 mile	1 38	1 34	1 40 ¹ / ₂	1 36	1 32 ¹ / ₂	1 24	1 20 ¹ / ₂	1 17
2 miles	0 49	0 47 ¹ / ₂	0 50 ¹ / ₂	0 48	0 46 ¹ / ₂	0 42	0 40	0 38
3 miles	0 33	0 31 ¹ / ₂	0 33 ¹ / ₂	0 32	0 31	0 28	0 27	0 25 ¹ / ₂
4 miles	0 24 ¹ / ₂	0 23 ¹ / ₂	0 25 ¹ / ₂	0 24	0 23 ¹ / ₂	0 21	0 20 ¹ / ₄	0 19 ¹ / ₄

Observe, with a Hadley's quadrant well adjusted, the angle made from the observer's eye to the main-top-gallant-mast-hounds, or rigging of the next ship, by bringing the hounds or rigging down to the surface of the sea, then refer to the table, and under the rate of the ship observed in the upper column, take the angle which is nearest to that on the quadrant, and in the same parallel on the left hand column, will be found the distance of that ship's main-mast from the observer, in fathoms or miles.

When the angle observed does not agree with any in the table, and the corresponding distance is required, accurately proceed thus: Suppose the observed angle of the rigging of the Princess Royal, of 90 guns, to be $8^{\circ} 40'$ required her distance?

The nearest greater angle	in the table is	$10^{\circ} 37'$ answering to 150 fathoms dist.
The nearest lesser angle is	$7^{\circ} 59'$	200
<hr/>		
Their difference is	$2^{\circ} 38'$ answering to 50 fathoms differ.	
<hr/>		
Then from	$8^{\circ} 40'$ the observed angle,	
Subtract	$7^{\circ} 59'$ the nearest lesser angle,	
<hr/>		
Leaving	$0^{\circ} 41'$ difference.	
<hr/>		

Then proceed thus:—

If $2^{\circ} 38'$ is equal to 50 fathoms, what is $0^{\circ} 41'$ equal to?

60	50	Answer,
<hr/>	<hr/>	
158	158) 2050 (13 fathoms.	
	158	
	<hr/>	
	470	
	<hr/>	
	474	
	<hr/>	

Therefore deducting 13 fathoms from 200 fathoms will give the distance required, 187 fathoms.

REMARKS.

The ships are supposed to have six months stores on board, and the nautical mile to contain 1,015 fathoms, sixty of which make one degree of the meridian. In composing the table, the observer's eye has been supposed to be elevated thirty feet above the surface of the sea, which answers to the gangways of three-decked ships, or the poop of a ship of 74 guns.

When the line of battle ahead is formed in close order, it must not be forgotten that the distance between the observer and the observed

ship's main-mast found by the table, may be very different from that which is between the taffrel of the one, and the jib boom end of the other; it is also evident, that when the observer is on the gangway, the distance found will be nearly equal to that which is between main-mast and main-mast; but should he be on the poop, it will be almost half the length of his ship less. When the distance of the ship observed is considerable, and the main top-gallant-sail is hoisted, the yard may be very safely used in observing the angle, instead of the rigging, and it is for this reason, as well as for the arbitrary lengths of the main-top-gallant-mast-heads, that the hounds have been used. It may be proper to observe, that the ships having been supposed to have six months stores continually on board, will, in some measure, compensate for the inclination of the mast when they may be of a lighter draught of water.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS I believe that nothing tending to the benefit of the sea service can be unacceptable to you, I send you an account, extracted from an old book, of some preservatives against hunger and thirst. I do not pretend to vouch for the efficacy of any of them, nor have I opportunities to enquire, but I may be the means of guiding the attention of some of your readers to the subject, and from thence some of them may perhaps be led to favour you with communications more valuable than mine. Few narratives of the distresses of seamen are more melancholy, than those which are related of their sufferings from want of food and water. Sometimes obliged to quit their vessel, at the distance of many hundred leagues from land, they have been known to navigate the ocean for weeks in an open boat, without the slightest nourishment, till dreadfully forced by hunger, they have had recourse to the horrid expedient of casting lots for their lives, in order to satisfy the cravings of nature on a human victim. In a boat which perhaps, with difficulty, carries twenty men, what room is there for provisions, when the number of persons escaping is as many as she can be navigated with? And does it not frequently happen, on long voyages, that the crews of ships suffer severely from famine?

Any thing then which has a tendency to prevent so dreadful a calamity, is deserving of attention, and I contribute my mite, in the hopes that some person better qualified than myself, will give the subject a future consideration.

I am, &c.

A FRIEND TO THE SERVICE.

THERE were some compositions in vogue among the ancients, for averting the dreadful effects of hunger and thirst, which were held by them to be extremely necessary in time of scarcity, long voyages, and warlike expeditions. Pliny says, that a small portion of some things allays hunger and thirst, and preserves strength, such as butter, cheese made of mare's milk, and liquorice. The American Indians use a composition of the juice of tobacco, with calcined shells of snails, cockles, oysters, &c. which they make into pills, and dry in the shade. Whenever they go upon a long journey, and are likely to be destitute of provisions by the way, they put one of these pills between the lower lip and the teeth, and by swallowing whatever they can suck from it, feel neither hunger, thirst, nor fatigue, for four or five days together.

The following composition is an extract from a manuscript scholium on a book of Heron in the Vatican library; and one much to the same effect, with some others, may be seen in Philo's fifth book of Military affairs. It was reputed an exceeding nutritive medicament and also very effectual for banishing thirst. Both the besiegers of cities and the besieged, fed upon it in time of extremity, and called it Epimenidian composition, from the sea-onion, which was an ingredient in its composition. The method of making it is thus:—

The sea-onion being boiled, washed in water, and afterwards dried, it was cut into thin slices, to which a fifth part of sesame was added, and a fifteenth of poppy; all which being mixed and worked up into a mass with honey, the whole was divided into portions about the bigness of a walnut, whereof two in the day, taken morning and evening, were sufficient to prevent hunger and thirst.

There was another way of preparing it, by taking a pint of sesame, the same quantity of oil, and two quarts of unshelled sweet almonds; when the sesame was dried, and the almonds ground and sifted, the sea onions were to be peeled and sliced, the roots and leaves being cut off, then pounding them in a mortar till reduced to pap, an equal part of honey was to be added, and both worked up with the oil; afterwards all the ingredients were to be put into a pot on the fire, and stirred with a wooden ladle, till thoroughly mixed. When the mass acquired a thorough consistence, it was taken off the fire, and formed

into lozenges, of which two only, as above, were very sufficient for a day's subsistence.

Avicenna relates, that a person setting out upon a journey, drank one pound of oil of violets, mixed with melted beef suet, and afterwards continued fasting for ten days together, without the least hunger. Hence it was that this celebrated physician, who knew things more by unquestionable experiments than by idle speculations and conjectures, prescribed the following composition, which in time of famine, by sea or land, might be extremely serviceable.

Take of sweet almonds, unshelled, one pound, the like quantity of melted beef suet, of oil of violets two ounces, a sufficient quantity of mucilage, of the roots of marsh mallows one ounce; let all together be brayed in a mortar, and made into bolusses about the bigness of a common nut. They must be kept so as to prevent their melting by the sun.

AN ACCOUNT OF THE ANDAMAN ISLANDS.

FROM LIEUT. COL. SYMES'S EMBASSY TO AVA.

THE Andaman islands are a continuation of the Archipelago that extends from Cape Negrais to Achen Head, stretching from 10. 32. to 13. 40. north latitude, and from 90. 6. to 92. 59. east longitude. What has been considered as the Great Andaman, is the most northern, about one hundred and forty miles in length, and not exceeding twenty broad. A separation, or strait, however, has lately, owing to a fatal accident*, been discovered in this island, which in fact divides it into two, and opens a clear passage into the Bay of Bengal. The first settlement of the English was made in 1791, near the southern extremity of the island, in a bay on the east side; but it was afterwards removed in 1793, by advice of Admiral

* In the month of February 1792, a vessel was freighted from Madras to carry stores to his Majesty's fleet at Andaman. The master, being unacquainted with the harbour, sent a small boat, in the afternoon, to explore an opening in the land, that appeared like the entrance; the boat stood in, it fell dark, and she was swept by a rapid current, through a channel that divided the main island, and opened into the Bay of Bengal. The north-east monsoon prevailed with great violence; unable to work against stream and wind, the boat was borne to leeward, and driven irresistibly into the Indian Ocean. Eighteen days afterwards she was picked up by a French ship near the equinoctial line. The crew consisted of two Europeans and six Lascars; and shocking to relate, when relieved by the French ship, three of the Lascars had been killed and eaten by their companions.

Cornwallis, to the place where it is now established. The original object of the undertaking was to procure a commodious harbour on the east side of the bay, to receive and shelter his Majesty's ships of war, during the continuance of the north-east monsoon; it was also used as a place of reception for convicts sentenced for transportation from Bengal.

No writer of antiquity has transmitted a distinct account of the Andamans; they were included by Ptolemy, together with the Nicobars and lesser islands, in the general appellation of *Insulæ Bonæ Fortunæ*, and supposed by him to be inhabited by a race of *Anthrophagi*. The mild inoffensive Nicobarians have long since been acquitted of the horrid imputation; but the different form, disposition, and habits, of the few wretched savages, who wander on the shores of the Andamans, may have given ground for a supposition that human flesh has been eaten by them; if so, it probably arose more from the impulse of excessive hunger, than from voluntary choice; a conclusion, that well authenticated instances of the distress they at times endure, appear to authorize.

Notwithstanding the colony had been established on its present site little more than sixteen months, the habitations of the Commandant and Officers, and the huts of the inferior classes, were rendered extremely comfortable; the first constructed of stone and planks, the latter of mats and clay, thatched with the leaves of rattan, or covered with boards. The surgeon had a separate dwelling assigned him, and there was likewise a commodious mess-room. The number of inhabitants altogether was about 700, including a company of *sepoys* as a guard over the convicts, and a defence to the settlement.

A situation more picturesque, or a view more romantic, than that which Charham island and Cornwallis harbour present, can scarcely be imagined: land-locked on every side, nothing is to be seen but an extensive sheet of water, resembling a vast lake, interspersed with small islands, and environed by lofty mountains, clothed with impenetrable forests. The scenery of nature in this sequestered spot, is uncommonly striking and grand.

All that voyagers seem to have related of uncivilized life, seems to fall short of the barbarism of the people of Andaman. The ferocious natives of Zealand, or the shivering half-animated savages of *Terra del Fuego*, are in a relative state of refinement compared to these islanders. The population of the Great Andaman, and all its dependencies, does not, according to Captain Stokoe, exceed 2000 or 2500 souls; these are dispersed in small societies along the coast, or on the lesser islands within the harbour, never penetrating deeper than

the skirts of the forests, which hold out little inducement for them to enter, as they contain no animals to supply them with food. Their sole occupation seems to be that of climbing rocks, or roving along the margin of the sea in quest of a precarious meal of fish, which, during the tempestuous season, they often seek for in vain.

The only quadrupeds seen on the island are hogs, rats, and the ichneumon; the guana of the lizard tribe, may be reckoned in this class, and these proved very destructive to poultry; there are also several species of snakes and scorpions. Labourers, whilst clearing away the underwood, were frequently bitten, but in no instance did the bite prove mortal, although the patients commonly fell into violent convulsions; eau de luce and opium were the remedies in most cases administered.

During the prevalence of the north-east monsoon fish is caught in great abundance, but in the tempestuous season it is difficult to be procured. Grey mullet, rock cod, and scate, are among the best; oysters have been found, but in no great quantity. There are several sorts of trees on the island, among which are the ficus religiosa, or banyan tree, the almond tree, and the oil tree, which latter grows to a great height, and from it a very useful oil is thus produced: a horizontal incision being made in the trunk, six or seven inches deep, a chip fourteen or fifteen inches long is cut at right angles, and the surface of the incision being hollowed and filled with live coals, the turpentine or wood oil exudes copiously from the top of the wound. The penaigree tree also is found, and is well adapted for the knees of ships, and the iron tree, of stupendous size, whose timber almost bids defiance to the axe of the wood-cutter, the red wood, which makes beautiful furniture, little inferior to fine mahogany. Beside these, there are numberless creepers and rattans, which surround the stems of the larger trees, and interwoven with each other, form so thick a hedge, that it is impossible to penetrate far into the forest, but by the slow and laborious process of cutting a road.

The climate of Andaman is unwholesome, owing to the incessant torrents of rain with which it is deluged. According to a meteorological table kept by Captain Stokoe, there appears to have fallen in seven months, ninety-eight inches of water, a quantity far exceeding what I have heard of in any other country. The settlement, however, is yet in its infancy, and when the woods are cleared, may prove more wholesome. Possessing an excellent harbour, it is an object of great consideration, both to the East India Company, and his Majesty's ships navigating the Indian sea, that this new settlement should be persevered in.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Cape of Good Hope, 13th of March, 1802.

AS your valuable Work is considered a register of the exploits of our Navy, I beg leave to transmit the following one, which, for gallantry and daring enterprise, has not been surpassed during the late war; and as I was only a spectator on the occasion, I can relate it without incurring the charge of egotism. I am, Sir,

Your very humble servant,
AN OFFICER OF THE CAPE SQUADRON.

ON the morning of the 12th of September 1800, his Majesty's ship Adamant and Lancaster, cruising off the Mauritius, saw a ship standing in for the land, to which they gave chase; on the Lancaster's coming up and firing at her, she hoisted Hamburgh colours, but still continued her course; finding that she did not intend to heave to, the Lancaster opened a regular fire upon her, at half gun-shot distance, which was continued till the chase, by superior sailing, succeeded in getting under the heavy batteries at the entrance of Port Louis, which now opened on our ships, and obliged them to haul off, while the boats from the shore boarded the chase, and towed her into the harbour, amidst shouts and applause from the batteries, which were manned for her protection. Captain Hotham having determined to make an attempt on the ship where she lay (in an harbour as close, and almost as well defended as Portsmouth harbour), the boats of both ships were hoisted out at sunset; unfortunately the enemy saw this done, and immediately sent a party of forty soldiers to reinforce the ship, and manned all the batteries to prevent a surprise. The boats left the ships at seven o'clock, and at eight we saw a heavy fire of musquetry in the harbour, but this was soon confounded with a most tremendous cannonade, which continued, without intermission, for an hour and a half; at half past nine the firing ceased, and was succeeded by profound silence. As the night was very dark, we could not tell the event of the expedition, and we remained in the most anxious suspense as to the fate of our gallant shipmates, till ten o'clock, when, to our great joy, we saw the ship pass under the Adamant's stern, and hail her. It appeared that our boats got into the harbour without being fired at, and having passed three privateers ready for sea, they came to the ship they were intended to attack, and which they found full of men, ready to receive them, who opened a

heavy fire of musquetry, which was supported by the fire from the batteries (all within musquet-shot), as well as from the privateers and a guardship, mounting twenty four pounders, to which the ship attacked, as a further security, was fast with a hawser; notwithstanding these disadvantages, the gallantry of our countrymen prevailed; after a contest of ten minutes, they had complete possession of the ship, and having cut her adrift, they towed her out of the harbour, under the most dreadful fire we ever witnessed. Our loss amounted to three men killed, and Lieutenant M^rFarland and seven more wounded; on the part of the Frenchman, from twenty-five to thirty were killed or wounded, and the ship was cut almost to pieces by the batteries. The Officers who volunteered on this occasion were Lieutenants Grey and Fothergill, Lieutenant Owen, of the Marines, and Mr. White, from the Adamant, and Lieutenant M^rFarland and Walker, from the Lancaster. A flag of truce was sent on shore next morning with the wounded prisoners, and, in return, the Governor sent a flag with a handsome present of fruit and vegetables, accompanied by a letter to the Commodore, thanking him and his Officers for their humane and generous conduct to their prisoners upon this, and every other occasion.

DESCRIPTION OF PLATE XCIV.

ONE of the most memorable naval achievements of the late war having taken place in the neighbourhood of Alexandria (the glorious victory of Aboukir), and that city having been subdued by the bravery of British arms, we are happy to present our readers with an accurate view of it, taken from the mouth of the harbour. In the foreground is an Egyptian vessel, called a *germe*, which is used in the navigation of the Nile; a Turkish castle, built on a peninsula, which was in Cæsar's time an island, under the walls of which a Turkish vessel is at anchor, appears on the right, and behind the shipping are the turrets of Alexandria, and that beautiful piece of antiquity, which is known by the name of Pompey's column.

The city of Alexandria was founded by Alexander the Great, 330 years before the Christian æra. It stretched itself along the shore of the Mediterranean to the north, having the large lake Mareotis lying behind it to the southward, and was situated at the distance of thirty-five miles from the Canopic branch of the Nile. Advantageously situated for commerce, and surrounded by a fertile country, Alexandria soon became famous for its riches and trade, and as a relaxation of morals too frequently accompanies an excess of wealth, its inhabitants became proverbially remarkable for the dissoluteness of their

manners*. The ancient city, with its suburbs, according to Diodorus Siculus, extended above seven leagues in length, and contained a population of more than three hundred thousand inhabitants. Many writers have expatiated on the magnificence of its public buildings, its stately obelisks, its noble amphitheatres, its lofty columns and superb temples, but we shall pass over these, to mention one peculiar advantage which this city possessed over all the others in Egypt, the benefits of which have probably been experienced by some of our countrymen. Dinocrates, the most celebrated architect of his time, who was the builder of the city, considering the great scarcity of good water in Egypt, dug very spacious vaults, which, having communication with all parts of the city, furnished the inhabitants with one of the chief necessities of life. These vaults were divided into many capacious reservoirs or cisterns, which they filled at the time of the inundation of the Nile, by a canal cut out of the Canopic branch entirely for that purpose. The water was in that manner preserved for the remainder of the year, and being refined by the long settlement, was not only the clearest, but the most wholesome of any in Egypt. This grand work is remaining, whence the present city still enjoys a part of the benefactions of Alexander the Great.

Of the monuments of antiquity which remain in Alexandria, the most remarkable are two obelisks, the one standing, the other fallen and nearly buried in rubbish, which are vulgarly called Cleopatra's Needles, and a noble column of granite, which bears the name of Pompey's Pillar. The obelisk, which is now standing, is formed of one mass of granite, fifty-four feet high, and seven feet four inches square at the base. It is inscribed on the four sides with hieroglyphics, which on those parts exposed to the south and east winds, are much effaced, while to the north and west they are well preserved. Pompey's Pillar stands on a rising ground, about half a mile from the walls of the city. This noble piece of antiquity is composed of only three blocks of marble, one of which forms the pedestal, the second the plinth and shaft of the pillar, and the third the capital; its whole height, inclusive of the three parts, is one hundred and two feet. It is of the Corinthian order, and though the capital, which is not very well executed, gives reason to imagine that it was erected at a time when architecture was not in its highest perfection, yet the other

* "Ne Alexandrinis quidem permittenda deliciis."

QUINTILLIAN.

Not to be allowed even to the looseness of Alexandria.

parts are found to answer the rules of the strictest proportion. The common notion from which it has taken its name, is, that it was erected by Julius Cæsar upon his arrival in Egypt, as a monument of his victory over Pompey; but as there is no mention of this in any ancient author, we must content ourselves with admiring the magnificence of the column, without enquiring into the occasion of its erection. Modern Alexandria, or Scandria, as it is called by the Turks and Arabs, is built upon a narrow isthmus, between a peninsula and the walls of the ancient city, and divides the two harbours. The largest and best harbour, which is to the west of the city, is known by the name of the Old Port; the form of it is near an oval, composed to the southward by the African shore, and to the northward by an island anciently called Anti Rhodus. Into this harbour ships only are admitted, which sail under the Ottoman flag, while those which come under European colours, are obliged to anchor in the New Port, which at certain seasons of the year is a very dangerous station. The trade of Alexandria is much reduced, but nevertheless it still contains many opulent merchants, and in times of peace, Consuls are maintained there by most European nations.

At a future opportunity we shall present our readers with a more detailed account of the present state of Alexandria, with some interesting particulars relative to the place while it was in possession of the British forces. As we wish to give our readers the most authentic information on the subject, and have the means of acquiring it, we hold ourselves justifiable in deferring this article to a future occasion.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS the termination of the war has curtailed the active pursuits of many of your young readers, and given them leisure to enlarge their opportunities of study or amusement, you will, perhaps, excuse this address to them, through your extended publication, and concur with me in recalling their attention to those authors, from whom, in the early duties of their profession, they were taken away, and have not since had leisure to attend to.

It is far from my intention to substitute the study of the ancient classics, in place of the much more important pur-

suits of naval or mathematical knowledge: I should recommend them only as the relaxation and amusement of the well informed Sea Officer. Subjects professionally interesting frequently occur, and as such I have copied a few extracts from the twelfth Satire of Juvenal—the description of a storm, which nearly proved fatal to Catullus, the poet's friend.

With the most sincere congratulations upon his escape, Juvenal begins by regretting his inability to offer the gods a worthy sacrifice.

Ob reditum trepidantis adhuc, horrenda que passi,
Nuper, et incolumem sese mirantis amici.

Little or no previous description of the weather, winds, or vessel are given, but we are caught suddenly in all the horrors of the storm:—

Nam præter Pelagi casus, et Fulguris ictum
Evassi, densæ cœlum abscondere tenebræ
Nube unâ, subitusque antemnas impulit ignis;
Cum se quisque illo percussus crederet, et mox
Attonitus nullam conferri posse putaret,
Naufragium velis ardentibus,——

With a dangerous sea, sudden darkness comes on, the ship is struck with lightning, and fired in her yards and rigging. The crew exclaim no shipwreck can equal the terrors of the present scene. The fire, however, seems to be got under, but fresh misfortunes follow:—

—— Genus ecce aliud discriminis; audi
Et miserere iterum.——
Cum plenus fluctu medius foret alveus, et jam
Alternum puppis latus evertentibus undis,
Arboris incertæ nullam prudentia cani
Rectoris conferret opem.

A great depth of water in the hold, the ship straining and labouring in a heavy sea, the masts in great danger, and her

commander or pilot unable to order any thing for her relief.

A curious simile is here introduced, wherein Catullus is made to imitate the Castor, whose sagacity, when pursued by the hunters, suggests a method of escape by sacrificing to his pursuers what is most valuable :—

Fundite quæ mea sunt, dicebat, cuncta, Catullus
Præcipitare volens etiam pulcherrima, vestes
Purpureas, &c. &c.

All his clothes, money, plate, and furniture are thrown over-board, but with little effect :—

Jactatur rerum utilium pars maxima, sed nec
Damna levant.——

The gale continues, and orders are at length given (which then appeared a most desperate remedy), to cut away the masts :—

—— Tunc adversis urgentibus illuc
Recidit, ut malum ferro submitteret.
—— discriminis ultima quando,
Præsidia afferimus, navem factura minorem.

The poet, indeed, particularly dwells upon this subject, alleging, that in future, hatchets, against a similar misfortune, should be laid in, as carefully as provisions or stores :—

Mox cum reticulis, et pane, et ventre lagenæ,
Aspice sumendas in tempestate secures.

It seems, however, this resource, the storm abating, saved the ship :—

—— postquam planum jacuit Mare,
—— Fatumque valentius Euro,
Et Pelago——

Seamen were then superstitious, and fate is not forgotten. A gentle breeze now springs up.

—— modicâ non multo fortior aurâ,
Ventus adest.

We have here a specimen of the manner in which Roman vessels were, or rather were not, found in spare rigging, &c. unless every thing went overboard with Catullus's goods:—

———— inopi miserabilis arte cucurrit
Vestibus extensis, et quod superaverat unum,
Velo prora suo.—Jàm deficientibus Austris,
Spes vitæ cum Sole redit.

The southern gale is over, and hopes of their lives animate the crew. Land appears:—

Conspicitur sublimis apex ———
Tandem intrat positas inclusa per æquora moles,
Tyrrheramque Pharon, porrectaque brachia rursum,
Quæ pelago occurrunt medio, longèque relinquunt
Italiam.—Truncâ puppe magister,
Interiora petit Baianæ penia cymbæ
Tuti stagna lacus; guadent ibi vertice raro,
Garrula securi narrare pericula nautæ.

At length she enters the bay, formed by projecting works and arms which advance into the sea far from the main land, and in her shattered state is brought up into the calm basin of the inner harbour. The sailors again at their ease, talk over the perils of the recent storm.

I have kept out of its place, to conclude with, the poet's own opinion of a sea life, which he gives his friend:

I nunc, et ventis animum committe, dolato
Confusus ligno, digitis a morte remotus
Quatuor, aut septem, si sit latissima teda.

ARGONAUT:

NAVAL LITERATURE.

MODERN GEOGRAPHY. *A Description of the Empires, Kingdoms, States, and Colonies; with the Oceans, Seas, and Isles; in all Parts of the World: Including the most recent Discoveries and political Alterations. Digested on a new Plan. By JOHN PINKERTON. The Astronomical Introduction by the Rev. S. VINCE, A. M. F. R. S. and Plumian Professor of Astronomy and Experimental Philosophy in the University of Cambridge. With numerous Maps, drawn under the Direction, and with the latest Improvements, of ARROWSMITH, and engraved by LOWRY. To the whole are added, a Catalogue of the best Maps and Books of Travels and Voyages, in all Languages; and an ample Index. In 2 vols. 4to. 1501 pages.*

THE importance of Geography as a science (the author of the volumes under our consideration, justly observes in his preface), and the exuberant variety of knowledge and amusement which it exhibits, are themes too trivial for argument or illustration. The want of a good system of geography has long been one of the disgraces of British literature. The popular works which have appeared on the subject, as the Geographical Grammars of Guthrie and others, were miserably defective in all the principal points, which a geographical work ought to embrace; they abounded in errors of the grossest kind, and were used only because no better compilations were to be met with. It is injustice to compare Mr. Pinkerton's elaborate work with the faulty performances alluded to, for the mention of them alone is sufficient to show the necessity there was for a new and improved system of geography. To the execution of this important task, the abilities and industry of Mr. Pinkerton have proved completely adequate; he has done an eminent service to science and literature in general, and the work before us will not diminish the well earned reputation which he derives from his former productions.

The present period is remarkably favourable for the appearance of a new system of geography. The successive discoveries in the Pacific Ocean, and other parts of the globe, have, within these few years, acquired such a certainty and consistency, that they may now be admitted and arranged in a regular and precise distribution of the parts of the habitable world; while the recent discoveries of La Prouse, Vancouver, and other navigators, nearly complete the exact delineation of the continental shores. The great changes which of late have taken place in most of the states of Europe, render a new description of them necessary. The boundaries and existence of kingdoms no

longer depend upon the events of a campaign, but are established by solemn treaties. By means of these treaties not only has the face of Europe been materially changed, and whole provinces and kingdoms been transferred to new masters, but important changes have taken place in the possessions of European Powers in the other quarters of the globe.

The maps which accompany this work, forty-five in number, are engraved by Lowry, under the direction of Mr. Arrowsmith, on a new principle, which cannot be better described than in the author's own words *. One obvious improvement we cannot pass over without commendation. At the bottom of the maps are introduced the authorities from which they are taken, so that a person dissatisfied with the small size of the maps, is thereby immediately referred to the best large maps from which they are reduced.

The astronomical introduction from the pen of Professor Vince, is an excellent treatise on the subject, and highly honourable to his abilities. He has collected with diligence whatever could illustrate his subject, and many of his tables will be found curious and useful. We select the following extract on the temperature of different parts of the earth :—

“ It is manifest that some situations are better fitted to receive or communicate heat, than others ! thus high and mountainous situations being nearer to the source of cold than lower situations, and countries covered with woods, as they prevent the access of the sun's rays to the earth, or to the snow which they may conceal, and present more numerous evaporating surfaces, must be colder than open countries, though situated in the same latitudes. And since all tracts of land present infinite varieties of situation, uniform results cannot here be expected. Mr. Kirwin observes, therefore, that it is on water only that we must seek for a standard situation, with which to

* A most ingenious artist, considerably imbued with mathematical knowledge, having invented machines which give more clearness and precision to the engraving of straight lines, the author, who had hitherto only seen this method employed in the representation of mathematical instruments and machinery, was impressed with its peculiar fitness for the delineation of water. With this idea he applied to Mr. Lowry, the inventor, and the effect is now before the public in a series of maps, which may safely be pronounced to be not only unrivalled, but unexampled, by any former efforts in this department. Not to mention superior richness and neatness, it is not only singularly adapted to the instruction of youth, by the instantaneous representation of the form and chief bearings of each country, but also facilitates consultation by the marked distinction between land and water, which enables the eye to pass more quickly to the other objects. The consultation of charts might be facilitated in a similar manner, while, in the usual contrast between maps and charts, the sea might be preserved white, and the lands distinguished by strokes, not horizontal, which would resemble water, but vertical.

compare the temperature of other situations. Now the globe contains, properly speaking, but two great tracts of water, the Atlantic Ocean, and the Pacific Ocean, which may each be divided into north and south, as they lie on the northern or southern side of the equator. In this tract of water, he chose that situation for a standard which recommends itself mostly by its simplicity, and freedom from any but the most permanent causes of alteration of temperature; viz. that part of the Atlantic which lies between 80. north, and 45. south latitude, and extending southward as far as the gulf stream, and to within a few leagues of the coast of America; and that part of the Pacific Ocean which lies between 45. north, and 40. south latitude. Within this space the mean annual temperature will be found as expressed by the following table. The temperatures beyond 80. latitude are added, though not strictly within the standard.

“ A Table of the mean annual Temperature of the Standard Situation in every Degree of Latitude.

Lat.	Temp.	Lat.	Temp.	Lat.	Temp.
0	84	33	68,3	62	42,7
5	83,6	34	67,4	63	41,9
6	83,4	35	66,6	64	41,2
7	83,2	36	65,7	65	40,4
8	82,9	37	64,8	66	39,7
9	82,7	38	63,9	67	39,1
10	82,3	39	63	68	38,4
11	82	40	62	69	37,8
12	81,7	41	61,2	70	37,2
13	81,3	42	60,3	71	36,6
14	80,8	43	59,4	72	36
15	80,4	44	58,4	73	35,5
16	79,9	45	57,5	74	35
17	79,4	46	56,4	75	34,5
18	78,9	47	55,6	76	34,1
19	78,3	48	54,7	77	33,7
20	77,8	49	53,8	78	33,2
21	77,2	50	52,9	79	32,9
22	76,5	51	52,4	80	32,6
23	75,9	52	51,1	81	32,2
24	75,4	53	50,2	82	32
25	74,5	54	49,2	83	31,7
26	73,8	55	48,4	84	31,5
27	72,8	56	47,5	85	31,4
28	72,3	57	46,7	86	31,2
29	71,5	58	45,8	87	31,14
30	70,7	59	45,1	88	31,10
31	69,9	60	44,3	89	31,04
32	69,1	61	43,5	90	31

“ The rule by which this table has been computed, was given by the famous astronomer Tobias Mayer, of Gottingen, and is as follows : it was constructed from knowing the mean annual temperatures of two latitudes. Let s . be the sine of the latitude, then the mean annual temperature will be $84 - 53 \times s^2$. that is, from 84 subtract 53, multiplied into the square of the sine of the latitude, and the remainder is the mean annual temperature.”

How near the theory of the above table approaches to fact, is a matter very well deserving the attention of those who have opportunities of making experiments. If persons on long voyages would set down the mean daily temperature, with the different degrees of latitude, much light might be thrown on the subject.

At a future opportunity, we shall give some farther extracts from Mr. Vince's Introduction, but we must now conclude our account of this valuable performance, with some passages from the body of the work.

We must first premise, that Mr. Pinkerton divides Geography into four heads or branches. 1. The Historical or Progressive Geography of a Country, in which is comprised its ancient names—extent—boundaries—original population—progressive geography—historical epochs and antiquities. 2. Political Geography, which embraces religion—government—laws—population—army—navy—revenues—political importance and relation. 3. Civil Geography, to which division belong manners and customs—language—literature—the arts—education—universities—cities and towns—edifices—roads, inland navigation—manufactures, and commerce. 4. Natural Geography, under which are classed, climate and seasons—face of the country—soil and agriculture—rivers—lakes—mountains—forests—botany, zoology—mineralogy—mineral waters—natural curiosities.

“ The naval power of Great Britain, constitutes so important and striking a feature in the national portrait, that it merits particular illustration. Even in the Saxon times we find considerable fleets mentioned of the small vessels then in use. One of the Northumbrian monarchs assembled a numerous fleet near Jarro, the monastery of Beda, in an extensive haven of the time, now become a salt-marsh. About the year 882, we find that Alfred directed a powerful fleet against the Danish invaders * ; but it is to be regretted that the early writers have not been more particular with regard to the number and form of the vessels. The fleet of Edgar is also celebrated ; but the author of the Saxon Chronicle assures us, that the armament of

* See Asser Vita Alf. St. Croix, Hist. de la Puissance Navale de L'Angleterre, Paris 1786, 2 vols. 8vo

Ethelred II. in the year 1009, exceeded any which England had ever before beheld; and as William of Malmesbury, computes that of Edgar at four hundred vessels, this may probably have amounted to five hundred of the small ships then known. But the devastations of the Danes and Normans occasioned such a decline in the naval power of England, that Richard I. was obliged to have recourse to foreign vessels for his crusade. In the reign of John, we, for the first time, find commemorated a signal victory of the English and Flemings over the French fleet of Philip Augustus, which was computed at seventeen hundred ships, or rather boats *. The English monarch John, insolent in prosperity, mean in adversity, in the pride of his triumph, was the first who ordered the salute to be paid by foreign vessels to the national flag. The fleet of England thenceforth continued to be always respectable, and generally victorious. In the reign of Edward III. it had acquired such pre eminence, that in his gold coin, the first struck in England, he appears in a ship, the symbol of commerce and maritime power; but the preponderance of the English armaments over those of France, only became permanent and decisive a little more than a century ago, after the battle of La Hogue. Spain had yielded the contest since the destruction of her great Armada; and Holland had been greatly reduced in the naval conflicts under Charles II. so that no other rival remained, and Great Britain maintains a fixed superiority over the ocean. In the mechanism of ships, the French builders certainly excel; but in the soul of ships, spirited, alert, and skilful seamen, no country can pretend to vie with Great Britain. The progress in number of vessels has been more rapid in this reign than at any former period, as may appear from the comparative statement in the note, which includes every military vessel, from the first rate to the frigate †.

“ The special superintendence of the Navy is committed to the Board of Admiralty, composed of Admirals of known skill, and of Peers, whose impartiality generally regards merit alone in this in-

* Near Dam, in Flanders, A. D. 1213. Damme, now inland, a league N. E. of Bruges, was formerly a maritime town, and the sea washed its walls. Guicci. Dissert. Belg.

† Under James II.	-	-	173
William III.	-	-	273
Anne	-	-	284
George I. in 1721	-	-	206
George II. in 1734	-	-	208
1746	-	-	276
1755	-	-	241
George III. 1762	-	-	343
1801	-	-	787

portant service. The recent conduct of maritime war, has been crowned with distinguished success; and whilst the Admirals must be allowed to rival any names in naval history, ancient or modern, the fame of SPENCER has become as dear to patriotism as to literature."

We shall contrast this interesting sketch of the progress of the British Navy, with the account given of the French navy, in the political geography of that country.

"The maritime power of France was formidable even to England, till the battle of La Hogue, since which the British flag has reigned triumphant on the ocean, and the struggles of France, though often energetic, have encountered the fixed destiny of inevitable defeat. So frequent, fatal, and decisive, have been the recent humiliations of the French navy, that hardly the semblance of a fleet could be presented, except by the constrained assistance of Spain. About twenty ships of the line constitutes the maritime power of France, not being above one quarter of its former extent. Nor can the loss be easily redeemed, for though ships may be bought or constructed, it must be the labour of many years to form a numerous body of experienced seamen."

The islands in the Pacific Ocean are classed by Mr. Pinkerton under two new divisions, Australasia and Polynesia*, which he contends, with a good deal of ingenious argument and learned reference, ought to be admitted to the dignity of geographical divisions of the earth. But we think it most probable, as he himself allows in his preliminary observations, that the popular division of the four quarters of the globe, will continue to predominate over any scientific discussion. According to his arrangement, which we highly approve of, though we doubt its general adoption, the length of Australasia may be computed from 95. east longitude, to 185. that

* Though some recent German geographers have considered Australasia and Polynesia, as synonymous terms, we agree with our author, that it seems preferable to consider them (if we admit them at all), as names describing two great and distinct *maritime* divisions of the globe. Australasia can, with no degree of propriety, be applied to islands that extend thirty degrees to the north of the equator, being on the contrary strictly connected with a position, at least to the south of the line. Polynesia (which is formed of a compound Greek term, signifying many islands), would, therefore, be more proper as a general appellation, but cannot with equal justice be applied to New Holland, supposed to be a continent, and the circumadjacent islands, which are distinguished by their size, not their number; while in Polynesia, as here accepted, the characteristic feature consists in small islands. Australasia recalls to mind the Terra Australis, which Cook and other navigators have sought for in vain, and which, if it exists, is probably out of the reach of navigation, on account of the ice that surrounds the south pole.

is, 90. in lat. 30. or nearly 5000 G. miles; while the breadth, lat. 3. north, to lat. 50. south, will be near 3180 G. miles. Within these boundaries are contained,

1. The immense island, or rather continent, of New Holland, and any isles which may be discovered in the adjacent Indian ocean, twenty degrees to the West, and between twenty and thirty degrees to the east.

2. Papua, or New Guinea.

3. New Britain and New Ireland, with the Solomon Isles.

4. New Caledonia, and the New Hebrides.

5. New Zealand.

6. The large island called Van Dieman's Land, recently discovered to be separated from New Holland by a strait or rather channel, called Bass's Strait.

The boundaries of Polynesia are thus described, "A line passing due north, in the meridian of 130. east from Greenwich, will leave the Phillippine islands in the Oriental Archipelago, divided by a wide sea from the Pelew islands, the most western groupe of Polynesia, though a few small detached isles appear to the S. W. About 20. north lat. the line of demarcation bends N. E. so as to include the Isle of Todos los Santos, and that called Rica de Piata, thence proceeding east so as to include the Sandwich islands, and pass south about long. 122. west, till it reach the southern latitude of 50. where it turns to the west, and joins the boundary of Australasia."

It is probable that future navigations may greatly improve and enlarge the geography of Polynesia, by the discovery of new groups, and the more accurate arrangement of those already known. At present the following appear to be the chief subdivisions:—

1. The Pelew Islands.

2. The Ladrões, a chain extending in a northerly direction, the small islands in the Pacific, seeming to be mostly the summits of ranges or groups of mountains.

3. The Carolines, a long range from east to west, so as perhaps, in strictness, to include the Pelews.

4. The Sandwich Isles.

5. The Marquesas.

6. The Society Isles, so named in honour of the Royal Society.

7. The Friendly Isles.

There are besides many isles scattered in different directions, which would be difficult to connect with any group, and indeed none of them, yet discovered, appear to be of any consequence.

NAUTICAL OBSERVATIONS
DURING
A VOYAGE TO THE ISLE OF FRANCE,
BY I. H. B. DE ST. PIERRE.

THE trade winds, though in general regular and uniform in the main sea, are, notwithstanding, variable along the coast, and in the neighbourhood of the islands.

There is a breeze off the land almost every night, along the shores of the great continent. This wind blowing in a different direction from the sea breeze, brings the clouds together into one long motionless range, which vessels rarely fail seeing as they approach the land.

It is in general stormy near the coast, especially in the neighbourhood of the islands. The winds in these parts vary much. At the Canaries, the S. and S. E. winds blow sometimes for eight days successively.

About twenty-eight degrees north latitude, we first meet with the trade winds, but they seldom continue so far as the line. An experienced seaman has given me the following account of the ceasing of the trade winds, which he has with much labour collected from more than two hundred and fifty journals of this voyage:—

In January, between six and four degrees of north latitude.

In February, between five and three degrees.

In March and April, between five and four degrees.

In May, between six and four degrees.

In June, in the tenth degree.

In July, in the twelfth degree.

And during the months of October, November, and December, they blow as far as the line.

There is a difference between the trade and general winds; the trade winds particularly, south of the line, where we commonly find the winds variable and stormy. What are called general winds extend much farther than the trade, even as far as twenty eight degrees south. Beyond which latitude the winds vary more than in the seas of Europe, and the higher the latitude the more variable they are; blowing generally from the N. to N. W. and from the N. W. to the S. S. W. When they get round to the S. a calm succeeds.

Near the Cape of Good Hope, S. E. and E. S. E. winds are frequently met with. It is a general maxim to keep to the windward of the place intended to be made; yet not too much, as the ship would then make too much leeway. It is best to cross the line as much to the eastward as possible.

The following account of the island of Ascension, from the same work, will probably be agreeable to some of our readers, on account of the vivacity with which it is written.

A S. W. wind, and a fine sea, constantly carried us before it very pleasantly, till we got to the island of Ascension. We were near its latitude March 20th, 8 deg. S. but we had taken it too much eastward. We were obliged to run down the longitude, our intention being to anchor there, and catch some turtle.

On the morning of the 22d, we had sight of it. This island is visible at the distance of ten leagues, though scarcely a league and a half over. One can distinguish a pointed hill, called the Green Mountain. The rest of the island is formed of small black and red hills, and the pieces of rock near the sea were quite white with the dung of birds.

In proportion to the nearness of your approach, the more horrid the landscape appears. We coasted along shore, in order to anchor on the north-west side of the island; and at the foot of the black hills, we perceived an appearance like the ruins of an immense city. They were sunken rocks, which have proceeded from an ancient volcano; they are scattered all over the plain, and as far as the sea, in strange irregular shapes. The shore hereabouts is composed of them. Some are formed like pyramids, others like grottos, half finished arches; the waves break against them; one while they flow over them, and in running down again, cover them with a kind of table cloth of foam! then finding flat pieces raised high, and full of holes, they beat against them underneath, and throw up long water-spouts of various forms.

The shores here are all black and white, and were almost covered with sea fowl. A number of frigate birds hovered about our rigging, where they were taken by the seamen. Having anchored in the evening at the entrance of the great bay, I went into the boat with the men who were to catch turtle. The landing place is at the foot of a mass of rocks, which is seen from the anchorage at the extremity of the bay, on the right side. We got out upon a large sand, which is white, mixed with grains of red, green, and other colours, like that

kind of aniseed called *mignonette*. Some paces from hence we found a little grotto, and in it a bottle, in which the ships who touch there put letters. They break the bottle, and having read the letters, put them into another, or forward them to their destination.

Walking forward to a little plain, about fifty paces behind the rock, the ground broke to pieces under our feet, and appeared as if it had been a covering of snow. I tasted some of it, and it was salt, which I thought rather remarkable, there being no appearance of the sea coming so high.

Having brought wood with us, and a kettle, we took some refreshment, and the sailors laid down on the sail of the boat in expectation of night. It is about eight in the evening only that the turtles come on shore. The people were laying here at their ease, when one of them jumping up, called out in a great fright, *a dead man, a dead man*. The matter was this, by a little cross, placed on a small hill of sand, we perceived that some person had been buried there. The man had laid down upon this place without thinking; but not one of them would stay here a moment after this discovery, and we were obliged to comply with their humour, and remove about a hundred yards from the spot. The moon rising now, began to diffuse a light over this dreary solitude, which, unlike agreeable views, so often improved and rendered more soft and pleasing by her mild radiance, appeared only so much more horrible and dismal. We were at the foot of the Black Hill, at the top of which we could see a large cross, put up, as we supposed, by some sailors, who had been there. Before us, the plain was covered with rocks, from which rose an infinite number of points, about the height of a man. A sparkling was occasioned on the top of these points by the moon, and they were whitened by the dung of the birds that had rested on them. These white heads upon black bodies, the one of which were upright, the other sloping, appeared like ghosts wandering among tombs. The most profound silence reigned in this dismal region: a silence, now and then only interrupted and rendered more horrid by the dashing of the sea on the beach, or the cry of a stray frigate bird, frightened at the sight of man.

On the edge of the bay, we lay upon our bellies, waiting for turtle, and maintaining the most cautious silence, as this animal flies at the least noise. At last we saw three come out of the water; they appeared like black clouds creeping along the sand. We ran to the first, but our impatience occasioned our losing it, she went down the beach again, and swam away. The second was advanced farther, and could not escape, but was thrown upon its back. In the course of

the night, and near the same spot, we turned about fifty, some of which weighed about 500 weight.

Holes were dug all over the shore, where the turtle had lain so many as even 300 eggs, and had covered them with sand, where they were left to be hatched by the sun.

A turtle, killed by the sailors, was now made soup of, after which I laid me down in the grotto where the letters are deposited, that I might enjoy the shelter of the rock, the murmuring of the sea, and the softness of the sand. I ordered a sailor to fetch me my wrapping gown; but he dared not go by himself past the place where the man had been buried.

On awaking after a very comfortable sleep, I found a scorpion and some crabs at the entrance of my cave. On the island I saw no other herb than a species of milk thistle, or celandine. Its juice was milky and very bitter. The herbage and animals were worthy of the country they were in!

I made a shift to scramble up the side of one of the hills, the earth of which resounded under my feet. It was a perfect cinder, of a reddish colour, and salt. From hence, perhaps, proceeds the little covering of salt upon the shore where we spent the night. A booby came, and alighted on the ground a little way from me. I presented the end of my cane to him, and he took it in his bill without attempting to fly away.

These birds easily suffer themselves to be caught, as will every other species unused to the society of mankind; a proof, this, that there is a sort of good-will and confidence, natural in all animals towards those creatures which they do not think mischievous. Birds have no fear of oxen. A number of frigate birds were killed by our sailors, for the sake of a piece of fat that is round their necks. They think it a specific for the gout, because this bird is so swift: but Nature, which has annexed this evil to our intemperance, has not placed the remedy for it in our cruelty.

The shallop lay to, about ten in the morning, to fetch the turtles on board. As the surf ran high, she anchored at a distance, and drew them on board with a rope. We were employed on this tedious business all the day. In the evening the turtles that were not worth taking, were thrown into the sea again. When they have been long upon their backs, their eyes grow red as a cherry, and stand out of their head. There were many on the shore that had been left by other ships to die in this situation; a negligence altogether unpardonable.

Poetry.

EPILOGUE TO
STREANSHALL ABBEY,
A TRAGEDY.

By FRANCIS GIBSON, Esq. F. A. S.

THUS hath our Bard, with pencil dipp'd in gore,
And hand advent'rous, sketched days of yore,
When, clad in steel, amidst surrounding foes,
To save his country, Royal Alfred rose,
He who the olive round his sword entwinn'd,
The mildest, wisest, bravest of mankind;
Who fram'd those laws that tyranny restrain,
And bade Britannia rule the azure main:
Whom warm imagination, from the sky,
Sees on his Albion fix'd his awful eye,
That views the bolt launch'd forth on faithless foes,
By those who from his bright example rose,
Who in his Country's bosom plac'd his throne,
And made his people's happiness his own.

Long shall her gallant Howe Britannia mourn,
And palms eternal flourish round his urn:
He who on high her crimson standard bore,
The Father of her Navy—now no more!
Yet still the tears of grateful Albion flow,
And memory embalms the name of Howe:
No monument he needs, while Calpe's towers
Frown stern defiance to Iberia's powers:
While glowing Phœbus shines on Biscay's Bay,
Still shall his Country hail the glorious day.
When Neptune gave the trident to his hand,
And bade him ocean's utmost bounds command,
Fix on the sea-girt rock his Sovereign's throne,
And with Britannia's honours mix his own.

Glory, beam forth! again thy rays be shed,
With dazzling lustre round St. VINCENT's head,
He, who despising numbers on the main,
With British thunder shook the shores of Spain,

Where Gades saw her floating bulwarks fall,
And mourn'd, too late, alliance with the Gaul.

Nor WARREN, shall thy fame remain unsung,
While Eirin's harp shall be to valour strung ;
Though wint'ry skies, with misty horrors frown'd,
Still did thy squadron form her strongest mound.

No longer treason's standard mocks the wind.
But Britain's sons, invincibly combin'd,
Saw crimson victory her hero crown,
On that proud day—the day of Camperdown,
When, with Batavia's standard, DUNCAN bore
Eight floating trophies to Britannia's shore.

See! by the sulph'rous flash, 'midst cannons' roar,
An armed ghost majestic stalk the shore ;
Its awful brows with blooming laurel crown'd,
An eye that casts terrific glare around,—
View on his helm the eagle's plumage gleam,
When god-like he subdu'd the Granic stream ;
Bursting the cearments of his marble tomb,
Great Alexander rises through the gloom,
And 'midst contending storms of hostile fire,
Beholds the hopes of haughty Gaul expire ;
While Fame, from Pompey's column sends the sound
Of British triumph to the shores around,
And rising bright through thick'ning smoke and flame,
To future ages wafts a NELSON's name.
Now chilling blasts deform the parting year,
And sable clouds o'erspread our hemisphere ;
From Hope's fair tree that lately brav'd the sky,
Bow'd by the storm, the scatter'd blossoms fly,
Yet still the trunk remains, and genial spring,
With tepid breath, fresh flowers and fruits may bring.

Long shall the British Muse with tearful strains
Embalm her sons who fell on Belgia's plains ;
Though angry skies and adverse fortune frown'd,
Yet honour still their daring efforts crown'd ;
And Britain hails returning to her strand,
Th' illustrious Chieftain and his valiant band.

O! may our foes, of transient triumphs vain,
 Bid their united navies plough the main;
 Soon shall our rubid cross exalted fly,
 And English oak their utmost powers defy:
 Again her vengeful thunder on them hurl'd,
 Our Albion shall command the wat'ry world.

HOISTING THE SAILS.

FROM BEAUMONT AND FLETCHER.

LAY her before the wind, up with your canvas,
 And let her work, the wind begins to whistle;
 Clap all her streamers on, and let her dance,
 As if she were the minion of the ocean.
 Let her bestride the billows, till they roar,
 And curl their wanton heads.
 The day grows fair and clear, and the wind courts us.
 O! for a lusty sail now, to give chase to,
 A stubborn bark, that would but bear up to us,
 And change a broadside bravely!

A BRAVE PIRATE.

FROM THE SAME.

THIS element never nourish'd such a pirate;
 So great, so fearless, and so fortunate,
 So patient in his want, in act so valiant.
 How many sail of well-mann'd ships before us,
 As the Bonuto does the flying fish,
 Have we pursued and scour'd, that, to outstrip us,
 They have been fain to hang their very shirts on!
 What gallies have we bang'd, and sunk, and taken,
 Whose only fraughts were fire and stern defiance,
 And nothing spoke but bullet in all these.
 How like old Neptune have I seen our General,
 Standing in the poop, and tossing his steel trident,
 Commanding both the sea and winds to serve him!

SMALL BOAT PURSUED BY A SHIP IN A STORM.

FROM THE SAME.

AT sea,
 In our escape, where the proud waves took pleasure
 To toss my little boat up like a bubble,
 (Then like a meteor in the air it hung!)

Then catch'd, and flung him in the depth of darkness;
 The cannon from my incensed father's ship
 Ringing our knell; and still, as we peep'd upward,
 Beating the raging surge with fire and bullet!

DRINKING COMPARED TO A VOYAGE AT SEA.

FROM COWLEY.

CHEER up, my mates, the winds do fairly blow,
 Clap on more sail, and never spare;
 Farewell, all lands, for now we are
 In the wide sea of drink, and merrily we go.
 Bless me, 'tis hot! another bowl of wine,
 And we shall cut the burning line:
 Hey boys! she scuds away! and by my head I know,
 We round the world are sailing now.
 What dull men are those, that tarry at home,
 When abroad they might wantonly roam,
 And gain such experience, and spy too
 Such countreys and wonders as I do!
 But prithee, good pilot, take heed what you do,
 And fail not to touch at Peru;
 With gold there the vessel we'll store,
 And never, and never be poor,
 No, never be poor any more.

LINES

Upon the Chair made out of Sir FRANCIS DRAKE's Ship, presented to
 the University of Oxford, by JOHN DAVIS, of Deptford, Esq.*

FROM COWLEY.

TO this great ship, which round the globe has run,
 And match'd in race the chariot of the sun,
 This Pythagorean ship (for it may claim,
 Without presumption, so deserv'd a name,
 By knowledge once, and transformation now),
 In her new shapes this sacred port allow.
 Drake, and his ship, could not have wish'd from fate
 A more blest station, or more blest estate.
 For lo! a seat of endless rest is given,
 To her in Oxford, and to him in heaven.

* See p. 38, Vol. VI. of the Naval Chronicle.

[THE name of ANDREW MARVELL is still mentioned with honour ; but he is chiefly remembered as a *patriot*, and a *wit* ; his poetry, tender, delicate, and often sublime, through a strange neglect, in the present day having become almost forgotten, we venture to lay before our readers his highly affecting and grand description of the circumstances of the death of the brave Captain Douglas, (from a poem entitled 'Thè Loyal Scot'), who was burned in his ship at Chatham, on the memorable day when the Dutch fleet sailed up the Medway. At this time he commanded the Royal Oak, and notwithstanding he defended his ship with the most extraordinary resolution, the Dutch were too successful in their attempts to destroy her. When the ship was completely in flames, Captain Douglas was advised to retire, and though he had an easy opportunity of escaping, he magnanimously preferred to perish with his ship. "*Never was it known*," said he, "*that a Douglas quitted his post without orders*."]]

THE fatal bark him boards with grappling fire,
 And safely through its port the Dutch retire.
 That precious life he yet disdains to save,
 Or with known art to try the gentle wave.
 Much him the honour of his ancient race
 Inspir'd, nor would he his own deeds deface ;
 And secret joy in his calm soul does rise,
 That *Monk* looks on to see how *Douglas* dies.
 Like a glad lover the fierce flames he meets,
 And tries his first embraces in their sheets.
 His shape exact, which the bright flames infold,
 Like the sun's statue stands of burnish'd gold.
 Round the transparent fire about him glows,
 As the clear amber on the bees does close ;
 And, as on angels' heads their glories shine,
 His burning locks adorn his face divine.
 But when, in his immortal mind he felt
 His altering form, and soder'd limbs to melt,
 Down on the deck he lay'd himself, and died,
 With his dear sword reposing by his side ;
 And on the flaming plank so rests his head,
 As one that warm'd himself and went to bed.
 His ship burns down, and with his relics sinks,
 And the sad stream beneath, his ashes drinks.
 Fortunate boy ! if either pencil's fame,
 Or if my verse can propagate thy name,
 When *Cæta* and *Alcides* are forgot,
 Our English youth shall sing the Valiant Scot.

PHILOSOPHICAL PAPERS
AND USEFUL NAVAL PROJECTS.

PREMIUMS offered by the SOCIETY, instituted at London, for the Encouragement of Arts, Manufactures, and Commerce, for the Year 1802.

WE lament that out of *one hundred and eighty-one* subjects for which the Society has offered premiums, we have been able only to select the following, as connected with the design of the Naval Chronicle. As well-wishers to every thing that can tend to the benefit of our country, to the improvement of Agriculture, the perfection of the Arts, or the extension of Commerce, we give the Society ample credit for their laudable exertions to promote those objects; but at the same time we cannot help expressing a wish that more premiums had been offered for the benefit of the *maritime service*. We admit that of late years great improvements have taken place in every branch of naval detail: the scurvy, which formerly committed such ravages in our fleets, is now disarmed of its violence, and the chances of mortality are scarcely increased by the longest voyages. But much may yet be added to the comforts and safety of navigators, and we shall be happy to find, on a future occasion, that these important subjects occupy a larger share of the attention of the Society.

The chief objects of the Society are to promote the Arts, Manufactures, and Commerce of this kingdom, by giving rewards for all such useful discoveries, inventions, and improvements (though not mentioned in their list of premiums), as tend to that purpose, and in pursuance of this plan, the Society have already expended near *fifty thousand pounds*, advanced by voluntary subscriptions of their members, and legacies bequeathed.

Preserving salted Provisions from becoming rancid or rusty.

TO the person who shall discover to the Society the best, cheapest, and most efficacious method of preserving salted provisions from

growing rancid or rusty; the gold medal, or thirty guineas. A full description of the method, with proper certificates, that it has been found, on repeated trials, to answer the purpose intended, to be produced to the Society, on or before the first Tuesday in February 1803.

Substitute for Tar.

To the person who shall invent and discover to the Society the best substitute for Stockholm tar, equal in all its properties to the best of that kind, and prepared from materials the produce of Great Britain; the gold medal, or one hundred guineas. A quantity of the substitute, not less than 100 weight, with certificates that at least one ton has been manufactured, and that it can be afforded at a price not exceeding that of the best foreign tar, together with an account of the process, to be delivered to the Society on or before the first Tuesday in March 1803.

Preserving Iron from Rust.

To the person who shall invent and discover to the Society a cheap composition, superior to any now in use, which shall effectually preserve wrought iron from rust, the gold medal, or fifty guineas. A full description of the method for preparing the composition, with certificates that it has stood at least two years unimpaired, being exposed to the atmosphere during the whole time, to be produced to the Society, with ten pounds weight of the composition, on or before the first Tuesday in January 1803.

Taking Porpoises.

To the people in any boat or vessel, who, in the year 1802, shall take the greatest number of porpoises on the coast of Great Britain, by gun, harpoon, or any other method, not fewer than thirty, for the purpose of extracting oil from them; the gold medal, or thirty pounds. Certificates of the number, signed by the persons to whom they have been sold or delivered for the purpose of extracting the oil, to be produced to the Society on or before the first Tuesday in January 1803.

Transit Instrument.

To the person who shall invent and produce to the Society, a cheap and portable transit instrument, which may easily be converted into a zenith sector, capable of being accurately and expeditiously adjusted for the purpose of finding the latitudes and longitudes of places, and superior to any portable transit instrument now in use; the gold medal, or forty guineas. To be produced on or before the last Tuesday in January 1803.

NAVAL SCHOOL AT BREMEN.

DURING the American war, and particularly during the last war, the trade and shipping of Bremen had so rapidly increased, that a sufficient number of natives was wanting to take the command of and navigate the merchants' ships, which it was necessary to intrust to the care of strangers from the neighbouring part of the Hanoverian territory and Oldenburg. In order to free themselves from this disagreeable dependence, and the dangerous consequences therefrom arising, several patriotic citizens subscribed, in 1799, a considerable sum, for the purpose of instituting a public naval school, in which the children of burghers who wished to devote themselves to the sea service, should be instructed gratis. The plan is as follows: fourteen youths receive lessons in arithmetic, geometry, rectilinear, and spherical trigonometry, mathematical geography, and spherical astronomy, three days in the week, three hours each day; the course of lectures to be concluded in one year. Those who are already engaged as sailors on board of the ships belonging to Bremen, are, during their residence on shore, taught, at distinct hours, whatever is necessary to render them skilful, able navigators; the instructions being renewed as often as they return to port, till they receive from the master of the school, a testimonial of their being sufficiently instructed. The pupils are likewise exercised in writing letters, reports, &c. in the German and French languages; and a drawing-master is appointed to teach them in the art of laying down plans of harbours, coasts, &c. the knowledge of which cannot fail to prove of the greatest use. The directors of the Institute have likewise been enabled by the liberal contributions of the subscribers, to procure a large complete model of a ship, by means of which an experienced seaman makes his scholars acquainted with the construction, use, and management of its various parts; and to this practical exercise is added, a developement of the theory of naval architecture and manœuvres. And as no proper elementary book of navigation existed in the German language, Mr. Braubach, who has been appointed the teacher in that science, undertook to write one, which has been printed at the expence of the Institute, and met with the general approbation of those best qualified to judge of its merits. The first public examination was held on the 25th of March, in the presence of a numerous and most respectable audience. They were much pleased with the progress of the scholars, who acquitted themselves in a manner equally honourable to themselves and their worthy instructors.

The solemnity closed with the distribution of four English octants, as prizes, to those who had particularly distinguished themselves. All the youths have since been sent to sea as supernumeraries, in order to learn the practical part of their profession, and fit themselves to take the command of a ship. Each is furnished with a chart, a French and German grammar, and three blank-paper books to write their journals in.

This naval school will probably become the mother of other similar ones, as the Prussian Minister Von Massow and Count Von Schulenburg, intend to establish others in Dantzic and Elbing, and have for that purpose sent to Bremen for a plan of the Institution.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

CONCEIVING it a subject intimately connected with the design of your valuable publication, I send you a short account of the famous Navigation Act. The value of this most salutary legislative measure, has been so justly appreciated by politicians of every class, that any praise of mine would be superfluous—It is scarcely advancing too much to say, that to it we are indebted for the dominion of the sea, our widely extended commerce, and perhaps our existence as an independent nation. The speedy insertion of this article will oblige

Your obedient servant,

Doctors Commons, July 10, 1801. T. B.

ACCOUNT OF THE NAVIGATION ACT.

THE Royal Navy of England (says Sir William Blackstone) hath ever been its greatest defence and ornament; it is its ancient and natural strength; the floating bulwark of the island; an army, from which, however strong and powerful, no danger can ever be apprehended to liberty; and accordingly it has been assiduously cultivated, even from the earliest ages. To so much perfection was our naval reputation arrived in the twelfth century, that the code of maritime laws, which are called the laws of Oleron, and are received by all the nations in Europe, as the ground and substruction of all their marine constitutions, was confessedly compiled by our King Richard the First, at the Isle of Oleron on the coast of France, then part of the

possessions of the Crown of England. And yet, so vastly inferior were our ancestors in this point to the present age, that even in the maritime reign of Queen Elizabeth, Sir Edward Coke thinks it matter of boast, that the Royal Navy of England then consisted of *three and thirty ships*. The present condition of our marine is in a great measure owing to the salutary provisions of the statutes, called the Navigation Act; whereby the constant increase of English shipping and seamen was not only encouraged, but rendered unavoidably necessary. By the statute 5 Ric. 2. c. 3. in order to augment the navy of England, then greatly diminished, it was ordained, that none of the king's liege people should ship any merchandize out of or into the realm, but only in ships of the king's liegance, on pain of forfeiture. In the next year, by statute 6 Ric. 2. c. 8. this wise provision was enervated, by only obliging the merchants to give English ships (if able and sufficient), the preference. But the most beneficial statute for the trade and commerce of these kingdoms is that Navigation Act, the rudiments of which were first framed in 1650, with a narrow partial view: being intended to mortify the sugar islands, which were disaffected to the Parliament, and still held out for Charles II. by stopping the gainful trade which they then carried on with the Dutch; and at the same time to clip the wings of those our opulent and aspiring neighbours. This prohibited all ships of foreign nations from trading with any English plantations, without licence from the Council of State. In 1651, the prohibition was extended also to the mother country; and no goods were suffered to be imported into England, or any of its dependencies, in any other than English bottoms; or in ships of that European nation, of which the merchandize imported was the genuine growth and manufacture. At the Restoration, the former provisions were continued, by statute 12 Charles 2. c. 18. with this very material improvement, that the master and three-fourths of the mariners shall also be English subjects.

The following are the principal provisions of this famous Act:—

First, All ships, of which the owners, masters, and three-fourths of the mariners, are not British subjects, are prohibited, upon pain of forfeiting ship and cargo, from trading to the British settlements and plantations, or from being employed in the coasting trade of Great Britain.

Secondly, A great variety of the most bulky articles of importation can be brought into Great Britain only, either in such ships as are above described, or in ships of the country where those goods are

produced, and of which the owners, masters, and three-fourths of the mariners, are of that particular country; and when imported even in ships of this latter kind, they are subject to double alien duty. If imported in ships of any other country, the penalty is forfeiture of ship and goods. When this act was made, the Dutch were the great carriers of Europe, and by this regulation they were entirely excluded from being the carriers to Great Britain, or from importing to us the goods of any other European country.

Thirdly, A great variety of the most bulky articles of importation are prohibited from being imported, even in British ships, from any country but that in which they are produced, under pain of forfeiting ship and cargo.

This regulation too was probably intended against the Dutch. Holland was then the great emporium of all European goods, and by this regulation, British ships were hindered from loading in Holland the goods of any other European country.

Fourthly, Salt-fish of all kinds, whale-fins, whale bone, oil, and blubber, not caught by and cured on board British vessels, when imported into Great Britain, are subjected to double aliens duty.

The Dutch were then the only fishers in Europe, that attempted to supply foreign nations with fish. By this regulation a very heavy duty was laid upon their supplying Great Britain.

By what has been stated it appears, that the Act of Navigation very properly endeavours to give to the sailors and shipping of Great Britain the monopoly of the trade of their own country, in some cases by absolute prohibitions, and in others by heavy burdens upon the shipping of foreign countries. Some of the regulations of this celebrated act have, doubtless, proceeded from national animosity; but they are as wise, as if they had all been dictated by the most deliberate wisdom. National animosity at that particular time aimed at the very same object which the most deliberate wisdom would have recommended, the diminution of the naval power of Holland, the only naval power which could endanger the safety of England.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

ANECDOTE OF THE LATE SIR SAMUEL CORNISH.

IT is well known that the late Admiral Sir Samuel Cornish rose solely by his merit, from a very low situation in life, to a high command in the Navy. If his abilities as an Admiral were un-

doubted, his acquisitions as a scholar were but few. At the surrender of Manilla, in 1763, his colleague, Colonel Draper, afterwards Sir William, who was one of the most accomplished scholars of his age, and prided himself highly on his literary attainments, carried on all the negotiations relative to the ransom of the city, in the Latin language, with the Spanish Archbishop. On the shameful evasion of the payment of this ransom, Admiral Cornish declared, that he would never accept a command again in conjunction with a man who understood Latin.

HINTS RESPECTING BUOYS.

BUOYS were first laid down at the entrance of the river Thames in 1538. They were then nearly of the same construction that they are at present; a very faulty construction, as in stormy weather they are frequently removed, which occasions the loss of many lives and vessels. During a period of upwards of two hundred and sixty years, very little improvement has taken place in the system of buoyage, though much has been done for every other branch of navigation. We recommend this subject to the consideration of the Society for the Encouragement of Arts, Manufactures, and Commerce. A few premiums for buoys, on improved principles, might be attended with happy consequences to navigation.

LORD ANSON.

AS to his natural disposition, Lord Anson was cool, calm, and steady, but it is reported, that our honest, undesigning seaman was frequently a dupe at play, and it was wittily observed of him that he had been *round* the world, but never *in* it.

ANECDOTE OF ADMIRAL BENBOW.

IN the year 1686, Captain Benbow, in his own vessel the Benbow frigate, was attacked in his passage to Cadiz, by a Saltee rover, against which he defended himself, though very unequal in the number of men, with the utmost bravery, till at last the Moors boarded him, but were quickly beat out of his ship again, with the loss of thirteen men, whose heads Captain Benbow ordered to be cut off, and thrown into a tub of pork pickle. When he arrived at Cadiz he went on shore, and ordered a negro servant to follow him, with the Moors' heads in a sack. He had scarce landed, before the officers of the revenue enquired of his servant what he had got in his sack? The Captain answered, salt provisions for his own use. That may be, answered the officers, but we must insist upon seeing them. Captain Benbow alleged that he was no stranger there; that he did not use

to run goods, and pretended to take it ill that he was suspected. The officers told him that the magistrates were sitting not far off, and that if they were satisfied with his word, his servant might carry the provisions where he pleased ; but that otherwise, it was not in their power to grant any such dispensation.

The Captain consented to the proposal, and away they marched to the custom-house ; Mr. Benbow in the front, his man in the centre, and the officers in the rear. The magistrates, when he came before them, treated Captain Benbow with great civility ; told him they were sorry to make a point of such a trifle ; but that, since he had refused to show the contents of his sack to their officers, the nature of their employments obliged them to demand a sight of them ; and that, as they doubted not they were salt provisions, the showing of them could be of no great consequence, one way or other. " I told you," said the Captain, sternly, " they were salt provisions for my own use ; Cæsar, throw them down upon the table ; and gentlemen, if you like them, they are at your service." The Spaniards were extremely struck at the sight of the Moors' heads ; and no less astonished at the account of the Captain's adventure, who, with so small a force, had been able to defeat such a number of barbarians.

ANECDOTE OF PETER THE GREAT.

IN his passage from Holland in 1698, on board a British ship of war, commanded by Admiral Sir David Mitchell, his Czarish Majesty asked the Admiral a variety of questions concerning the modes of punishing seamen in the British Navy. When the Admiral mentioned keel-hauling, among many others, the Russian Sovereign desired it might be explained to him, not by words, but by experiment. This the Admiral declined, as not having then an offender who deserved correction ; the Czar replied, "*take one of my men.*" But Sir David informed him, that all on board his ship were under the protection of the laws of England, and he was accountable for every man there according to those laws ; upon which the monarch persisted no farther in his request.

A FLOATING WRECK.

From Sir PHILIP SIDNEY'S " Arcadia."

Sidney, warbler of poetic prose. COWPER'S TASK.

WHEN they came so near, as their eyes were full masters of the object, they saw a sight full of piteous strangeness : a ship, or rather the carcase of the ship, or rather some few bones of the carcase, huddling there, part broken, part burned, part drowned ; death having

used more than one dart to that destruction. About it floated great store of very rich things, and many chests, which might promise no less. And amidst the precious things were a number of dead bodies, which likewise did not only testify both elements' violence, but that the chief violence was grown of human inhumanity : for their bodies were full of grisly wounds, and their blood had, as it were, filled the wrinkles of the sea's visage ; which, it seemed, the sea would not wash away, that it might witness, it is not always his fault, when we condemn his cruelty. In sum, a defeat, where the conquered kept both field and spoil : a shipwreck, without storm, or ill footing, and a waste of fire in the midst of the water. But a little way off they saw the mast, whose proud height now lay along, like a widow, having lost her mate, of whom she held her honour ; but upon the mast they saw a young man (at least if he were a man), bearing show of about eighteen years of age, who sat (as on horseback), having nothing upon him but his shirt, which, being wrought with blue silk and gold, had a kind of resemblance to the sea, on which the sun (then near his western home), did shoot some of his beams. His hair (which the young men of Greece used to wear very long), was stirred up and down with the wind, which seemed to have a sport to play with it, as the sea had to kiss his feet ; himself full of admirable beauty, set forth by the strangeness of his seat and gesture ; for holding his head up full of unmoved majesty, he held a sword aloft with his fair arm, which often he waved about his crown, *as though he would threaten the world in that extremity.*

CHARACTER OF A BRITISH SAILOR.

From GEORGE ALEXANDER STEVENS's Lecture on Heads.

HERE is the head of a British tar, and while England can man her navy with thousands of his spirits, Monsieur's threats are vain. Here is a man who despises danger, wounds, and death ; he fights with the spirit of a lion, and, as if (like a salamander), his element was fire, gets fresh courage as the action grows hotter ; he knows no disgrace like striking to the French flag ; no reward for past services so ample as a wooden leg ; no retreat so honourable as Greenwich Hospital. Contrast his behaviour with that of a French sailor, who must have a drawn sword over his head to make him stand to his gun, who runs trembling to the priest for an absolution,—“ *Ab, mon bon pere, avez pitie de moi,*” when he should look death in the face like a man. This brave tar saw the gallant Farmer seated on his anchor, his ship in a blaze, his eye fixed on the wide expanse of the waters round him, scorning to shrink, waiting with the calm firmness of a hero, for the moment when he was to die gloriously for the service of his country.

A NARRATIVE OF THE
PROVIDENTIAL ESCAPE AND SUFFERINGS OF
CAPTAIN BOYCE,
WITH SOME PARTICULARS OF HIS LIFE.

AT an early stage of our undertaking, we promised to furnish our readers, from time to time, with correct relations of shipwrecks and providential escapes of our intrepid mariners. This, though not the most agreeable part of our duty, may prove of great utility in future cases of danger, by showing that the severest difficulties are to be overcome, by patience, perseverance, and fortitude.

CAPTAIN Boyce, who for many years enjoyed the very honourable situation of Lieutenant-Governor of Greenwich Hospital, and died in 1774, in the early part of his life was employed in the merchants' service. In the year 1727, he was second mate of the *Luxborough*, a ship belonging to the South Sea Company. In that year the most terrible of all misfortunes befel the above mentioned vessel, of which and the subsequent distresses of the greater part of the unfortunate crew, we have the following highly interesting though melancholy account, from Captain Boyce himself:—

On the 23d day of May 1727, we sailed from Jamaica; and on Sunday the 25th day of June, were in the latitude of 41. 45. N. and in the longitude of 20. east from Crooked Island, when the galley was perceived to be on fire in the lazaretto. It was occasioned by the fatal curiosity of two black boys, who, willing to know whether some liquor spilt on the deck was rum or water, put the candle to it, which rose into a flame, and immediately communicated itself to the barrel, from whence the liquor had leaked. It had burned some time before it was perceived, as the boys were too much intimidated to discover it themselves, having tried all means to extinguish the fire in vain. We hoisted out the yaul, which was soon filled with twenty-three men and boys, who had jumped into her with the greatest eagerness. The wind now blowing very fresh, and she running seven knots and a half by the log, we expected every moment to perish, as she was loaded within a streak and a half of her gunnel. We had not a morsel of victuals, nor a drop of water, no mast, no sail, no compass to direct our course, and above a hundred leagues from any land. We left sixteen men in the ship who all perished in her.

They endeavoured to hoist out the long-boat, but before they could effect it, the flames reaching the powder-room, she blew up, and we saw her no more. A little before this we could distinguish the first mate and the Captain's cook in the mizen top, every moment expecting the fate that awaited them. Having thus been eye-witnesses of the miserable fate of our companions, we expected every moment to perish by the waves, or, if not by them, by hunger and thirst. On the two first days it blew and rained much; but the weather coming fair on the third day, viz. the 28th, as kind Providence had hitherto wonderfully preserved us, we began to contrive means how to make a sail, which we did in the following manner:— We took to pieces three mens frocks and a shirt, and with a sail-needle and twine, which we found in one of the black boy's pockets, we made a shift to sew them together, which answered tolerably well. Finding in the sea a small stick, we wouled it to a piece of a broken blade of an oar, that we had in the boat, and made a yard of it, which we hoisted on an oar with our garters for halyards and sheets. A thimble, which the fore-sheet of the boat used to be reeved through, served, at the end of the oar or mast, to reeve the halyards. Knowing, from our observations, that Newfoundland bore about north, we steered as well as we could to the northward. We judged of our course by taking notice of the sun, and of the time of the day by the Captain's watch. In the night, when we could see the north star, or any of the great bear, we formed the knowledge of our course by them. We were in great hopes of seeing some ship or other to take us up. The fourth or fifth night, a man, Thomas Croniford, and the boy that unhappily set the ship on fire, died; and in the afternoon of the next day, three more men, all raving mad, crying out miserably for water. The weather now proved so foggy, that it deprived us almost all day of the sight of the sun, and of the moon and stars by night. We used frequently to halloo as loud as we could, in hopes of being heard by some ship. In the day time our deluded fancies often imagined ships so plain to us that we have halloed out to them a long time before we have been undeceived; and in the night, by the same delusion, we have thought we heard men talk, bells ringing, dogs bark, cocks crow, &c. &c. and have condemned the phantoms of our imagination (believing all to be real ships, men, &c.), for not answering and taking us up. The seventh day we were reduced to twelve in number, by death. The next night the wind being about E. N. E. blew very hard, and the sea running high, we scudded right before it, with our small sail half down, expecting every moment to be swallowed up by the waves. July the 5th, Mr. Guishnet died; and on the 6th died Mr. Steward (son of Dr. Steward, of

Spanish Town, in Jamaica), and his servant, both passengers. In the afternoon we found a dead duck, which looked green, and not sweet. We eat it, however, very heartily (not without our thanks to the Almighty); and it is impossible for any body, except in the like unhappy circumstances, to imagine how pleasant it was to our palate at that time, which at another, would have been offensive both to our taste and smell. On the 7th day of July, at one in the afternoon, we saw land about six leagues off. At four o'clock another man died, whom we threw overboard to lighten the boat. Our number was then reduced to seven. We had often taken thick fog-banks for land, which as often had given us great joy and hopes, that vanished with them at the same time; but when we really saw the land, it appeared so different from what we had so often taken for it, that we wondered how we could be so mistaken; and it is absolutely impossible for any man, not in our circumstances, to form an idea of the joy and pleasure it gave us, when we were convinced of its reality. It gave us strength to row, which we had not for four days before; and must infallibly, most of us, if not all, have perished that very night, if we had not got on shore. Our souls exulted with joy and praises to our Almighty Preserver. About six o'clock we saw several shallops fishing, which we steered for, having a fine gale of wind right on shore. We went with sail and oars about three or four knots; when we came so near that we thought one of the shallops could hear us (being just under sail, and going in with their fish), we halloed as loud as we could: at length they heard us, and lowered their sail. When we approached pretty near them, they hoisted it again, and were going away from us; but we made so dismal and melancholy a noise, that they brought to, and took us in tow. They told us that our aspects were so dreadful that they were frightened at us. They gave us some bread and water. We chewed the bread small with our teeth, and then, by mixing it with water, got it down with difficulty.

During our voyage in the boat, our mouths had been so dry, for want of moisture for several days, that we were obliged to wash them with salt water every two or three hours, to prevent our lips glewing together. We always drank our own water; and all the people drank salt water, except the Captain, surgeon, and myself. In foggy weather the sail having imbibed some moisture, we used to wring it into a pewter bason, which we found in the boat. Having wrung it as dry as we could, we sucked it all over, and used to lick one another's clothes with our tongues. At length we were obliged, by inexpressible hunger and thirst, to eat a part of the bodies of six

men, and drink the blood of four, for we had not, since we came from the ship, saved, only one time, about half a pint, and at another, about a wine glass full of water, each man, in our hats. A little food sufficing us, and finding the flesh very disagreeable, we confined ourselves to the hearts only. Finding ourselves now perishing with thirst, we were reduced to the melancholy, distressful, horrid act of cutting the throats of our companions, an hour or two after they were dead, to procure their blood, which we caught in a pewter bason, each man producing about a quart. But let it be remembered in our defence, that without the assistance this blood afforded to nature, it was not possible that we could have survived to this time. At about eight o'clock at night we got on shore at Old St. Lawrence harbour, in Newfoundland, where we were kindly received by Captain Le-crass, of Guernsey or Jersey, then Admiral of the harbour. We were cautioned to eat and drink but little at first, which we observed, as well as the infirmity of human nature, so nearly starving, would allow. We could sleep but little, the transports of our joy being too great to admit of it. Our Captain, who had been speechless thirty-six hours, died about five o'clock the next morning, and was buried, with all the honours that could be conferred upon him, at that place.

After this follow the names of the persons who were burnt in the ship, of those who were starved to death in the boat, and those who lived to get on shore. From this it appears, that sixteen perished in the ship, sixteen died of hunger, and only seven lived to get on shore, one of whom, the Captain, died a few hours afterwards.

The boat, in which they reached Newfoundland, after traversing a distance of upwards of a hundred leagues, was only sixteen feet long, five feet three inches broad, and two feet three inches deep. It was built for the Luxborough, by Mr. Bradley, of Deal.

After this disastrous voyage, Mr. Boyce entered into the Royal Navy, and in the month of October 1741, was appointed to command the *Ætna* fireship. He was promoted into this vessel, from the rank of Lieutenant, by Admiral Vernon, who dispatched him home with intelligence of his having taken possession of Walthenham harbour, in the island of Cuba. On his arrival in England, he was removed into the *Baltimore* sloop of war, and on the 25th of June 1743, he was advanced to the rank of Post Captain, and appointed to the command of the *Greyhound* frigate. From this ship he removed into the *Princess Louisa*, of sixty guns, and cruised for some time off the coast of France. On this station, he captured a large French privateer, mounting twenty-two guns, and carrying one hundred and

forty-eight men, called the Achilles. In the year 1746, he sailed for the East Indies in the Pearl frigate, and was present at the unsuccessful attack on Pondicherry. But the naval campaign in India afforded him no opportunity of reaping honours, and nothing material or beneficial to his fortune or fame occurred while he continued in that part of the world. Peace prevented him from having any active employment on his return to England; but when hostilities again commenced with France, he was appointed to the command of the *Sovereign*, a first rate. In this ship he continued but a short time, and removed from her, about the year 1759, into the *Preston*. Towards the end of the summer, he was promoted to be Commodore of a small squadron, stationed off Dunkirk, to watch the motions of an armament, fitting for sea at that port, and destined for a desultory attack on Ireland, under the command of the celebrated Thurot.

Under so active, vigilant, and enterprising an Officer, as Thurot has universally been allowed to have been, the enemy had the good fortune to elude the vigilance of the British Commodore, who, immediately on hearing of his having quitted the port of Dunkirk, pursued him with the utmost expedition, but without success. Thurot took refuge in the port of Gottenburg, and Commodore Boyce, having blockaded him for some time, returned to England. He was now appointed to command as Commodore at the Nore; and in the ensuing spring retired from active service, on being appointed Lieutenant-Governor of Greenwich Hospital. In this honourable station he continued to his death, which happened in 1774.

It is related of this Officer, and we have no reason to doubt the truth of the account, that from the year 1727, to his death, he annually observed a strict and solemn fast on the 7th of July, in commemoration of his arrival in Newfoundland, after the dreadful hardships he had endured in consequence of the destruction of the *Luxborough*. So rigid was he in this act of humiliation and thanksgiving, that, when in the decline of life he became settled at Greenwich, he not only abstained from food, but from day-light, would not suffer any person whatever to converse with him, lest that time should be unseasonably interrupted, which, with becoming gratitude and propriety, he devoted to returning thanks to the Supreme Being for his wonderful escape. Let those who may be so unhappy as to experience his sufferings, imitate his piety; for signal benefits ought to be repaid by exemplary devotion.

THEORY OF THE TIDES.

BY EDMUND HALLEY.

GREAT as were the faults of James II. in almost whatever point of view we consider his character, it cannot be denied that he had a just idea of the natural strength of these kingdoms, and was a zealous friend to the Navy, as well when he was Duke of York, as when he afterwards was seated on the throne. Appointed by his brother, Charles II. immediately on his restoration, to the Office of Lord High Admiral, he appears from that time to have bestowed the most sedulous attention on every subject connected with naval affairs, not only taking upon himself the labours of his official duty, but exposing his person in various severe encounters at sea. His conduct in the first Dutch war gained him the reputation of one of the bravest naval Commanders of the age; nor did his partiality to the Navy relax, when, by the death of his brother, he succeeded to the crown. In his first speech to Parliament, he declared, in the fullest terms, his regard for the Navy; and at his abdication of the throne, left it in so flourishing a condition, that by its means (under the Providence of God), all the efforts of Louis XIV. were ineffectual to restore him to his dominions.

The following Theory of the Tides, which is an analysis of the Principia of Sir Isaac Newton, was drawn up for the use, and by command, of James the Second, by Edmund Halley, a name dear to naval science, and never to be mentioned but with respect and veneration. The Treatise of Sir Isaac Newton, locked up in the fetters of a dead language, and too abstruse for common readers, had perhaps remained long accessible only to the learned, but for the labours of Halley. This illustrious mathematician, to whose genius and industry navigation is most deeply indebted, thought it not unworthy of his talents to deliver to the world, in an

easy and intelligible form, the discoveries of another, and thereby rendered to science a benefit scarcely less valuable than that conferred by the original author.

THE sole principle upon which this author (Sir Isaac Newton), proceeds to explain most of the great and surprising appearances of nature, is no other than that of gravity, whereby in the earth all bodies have a tendency towards its centre, as is most evident: and from undoubted arguments it is proved, that there is such a gravitation towards the centre of the sun, moon, and all the planets.

From this principle, as a necessary consequence, follows the spherical figure of the earth and sea; and of all the other celestial bodies; and though the tenacity and firmness of the solid parts, support the inequalities of the land above the level; yet the fluids pressing equally and easily yielding to each other, soon restore the equilibrium, if disturbed, and maintain the exact figure of the globe.

Now this force of descent of bodies towards the centre, is not at all places alike, but is still less and less as the distance from the centre increases; and in this book it is demonstrated, that this force decreases as the square of the distance increases; that is, the weight of bodies, and the force of their fall is less, in parts more removed from the centre, in the proportion of the squares of the distance. So as for example, a ton weight on the surface of the earth, if it were raised to the height of 4000 miles, which I suppose the semidiameter of the earth, would weigh but one-fourth of a ton, or 500 weight; if to 12,000 miles, or three semidiameters from the surface, that is, four from the centre, it would weigh but one-sixteenth part of the weight on the surface, or a hundred and a quarter; so that it would be as easy for the strength of a man at that height to carry a ton weight, as here, on the surface, one hundred and a quarter. And in the same proportion does the velocities of the fall of bodies decrease; for whereas on the surface of the earth all things fall sixteen feet in a second; at one semidiameter above, this fall is but four feet; and at three semidiameters, or four, from the centre, it is but one-sixteenth of the fall at the surface, or but one foot in a second; and at greater distances both weight and fall become very small, but yet all at given distances is still something, though the effect become insensible. At the distance of the moon (which I will suppose sixty semidiameters of the earth), 3600 pounds weigh but one pound, and the fall of bodies is but $\frac{1}{3600}$ of a foot in a second, or sixteen feet in a minute; that is, a body so far off descends in a minute no more than the same at the surface of the earth would do in a second of time.

As was said before, the same force decreasing after the same manner, is evidently found in the sun, moon, and all the planets; but

more especially in the sun, whose force is prodigious; becoming sensible even in the immense distance of Saturn. This gives room to suspect that the force of gravity is in the celestial globes proportional to the quantity of matter in each of them; and the sun being at least ten thousand times as big as the earth, its gravitation, or attractive force, is found to be at least ten thousand times as much as that of the earth, acting on bodies at the same distance.

This law of the decrease of gravity being demonstratively proved, and put past contradiction, the author, with great sagacity, inquires into the necessary consequences of this supposition, whereby he finds the genuine cause of the several appearances in the theory of the moon and planets, and discovers the hitherto unknown laws of the motion of comets, and of the ebbing and flowing of the sea. Each of which are subjects that have hitherto taken up much larger volumes; but truth being uniform, and always the same, it is admirable to observe how easily we are enabled to make out very abstruse and difficult matters, when once the true and genuine principles are obtained. And, on the other hand, it may be wondered, that notwithstanding the great facility of truth, and the perplexity and non-consequences that always attend erroneous suppositions, these great discoveries should have escaped the acute disquisitions of the best philosophical heads of all past ages, and be reserved to these our times. But that wonder will soon cease, if it be considered how great improvements geometry has received in our memory, and particularly from the profound discoveries of our incomparable author.

The theory of the motion of the primary planets is here shown to be nothing else, but the contemplation of the curve lines, which bodies cast with a given velocity, in a given direction, and at the same time drawn towards the sun by its gravitating power, would describe. Or, which is all one, that the orbs of the planets are such curve lines as a shot from a gun describes in the air, being cast according to the direction of the piece, but bent in a crooked line, by the supervening tendency towards the earth's centre. And the planets being supposed to be projected with a given force, and attracted towards the sun, after the aforesaid manner, are there proved to describe such figures as answer punctually to all that the industry of this and the last age has observed in the planetary motions. So that it appears, that there is no need of solid orbs and intelligences, as the ancients imagined, nor yet of vortices or whirlpools of the celestial matter, as Des Cartes supposes: but the whole affair is simply and mechanically performed, upon the sole supposition of a gravitation towards the sun, which cannot be denied.

The motion of comets is here shewn to be compounded of the same elements, and not to differ from the planets but in their later

swiftness, whereby overpowering the gravity that should hold them to the sun, as it doth the planets, they fly off again, and distance themselves from the earth and sun, so that they are soon out of our sight. And the imperfect accounts and observations antiquity has left us, are not sufficient to determine whether the same comet ever returns again. But this author has shown, how geometrically to determine the orb of a comet from observations, and to find his distance from the earth and sun, which was never before done.

The third thing here done is the theory of the moon, all the inequalities of whose motion are proved to arise from the same principles, only here the effect of two centres operating on, or attracting a projected body, comes to be considered; for the moon, though principally attracted by the earth, and moving round it, does, together with the earth, move round the sun once a-year, and is, according as she is nearer or farther from the sun, drawn by him more or less than the centre of the earth, about which she moves; whence arise several irregularities in her motion, of all which the author in this book, with no less subtilty than industry, has given a full account. And though, by reason of the great complication of the problem, he has not yet been able to make it purely geometrical, it is to be hoped that in some farther essay he may surmount the difficulty. And having perfected the theory of the moon, the long desired discovery of the longitude (which at sea is only practicable this way), may at length be brought to light, to the great honour of your Majesty, and advantage of your subjects.

All the surprising phenomena of the flux and reflux of the sea, are in like manner shown to proceed from the same principle; which I design more largely to insist on, since the matter of fact is in this case, much better known to your Majesty than in the foregoing.

If the earth were alone, that is to say, not affected by the actions of the sun and moon, it is not to be doubted, but the ocean, being equally pressed by the force of gravity towards the centre, would continue in a perfect stagnation, always at the same height, without either ebbing or flowing; but it being here demonstrated, that the sun and moon have a like principle of gravitation towards their centres, and that the earth is within the activity of their attractions, it will plainly follow, that the equality of the pressure of gravity towards the centre will thereby be disturbed; and though the smallness of these forces, in respect of the gravitation towards the earth's centre, renders them altogether imperceptible by any experiments we can devise, yet the ocean being fluid and yielding to the least force, by its rising shows where it is least pressed, and where it is more pressed by its sinking.

[To be continued.]

Gazette Letters.

ADMIRALTY OFFICE, JULY 20, 1801.

*Copy of a letter from Captain Sir Home Popham, to Sir Evan Nepean, Bart.
dated at Calcutta, the 18th of November 1801.*

SIR,

I HAVE much pleasure in transmitting you a copy of Captain Collier's letter of the 10th of September, for the information of my Lords Commissioners of the Admiralty, giving a very detailed account of his sinking the French national ship *La Fleche*, of twenty-two guns, and 170 men.

The result of Captain Collier's unremitting perseverance under every trying circumstance, and his determined conduct in warping the *Victor* into Mahe harbour, is likely to be of very material service to the commerce of India, as *La Fleche* was unquestionably intended to cruise in the Bay of Bengal. I have the honour to be, &c. &c.

HOME POPHAM.

SIR, *His Majesty's sloop Victor, Mahe Roads, September 19, 1801.*

THE state of the crew of his Majesty's sloop under my command, after leaving the Red Sea, induced me to put into the Island Diego Garcia; after procuring a large supply of turtle and good water, I left that harbour on the 27th of August, and proceeded on the execution of the particular service pointed out in your orders of the 22d of July, and on the 2d instant, in sight of these islands, his Majesty's sloop fell in with a French national corvette, and after a few ineffectual manœuvres on her part, from the superior sailing of the *Victor*, when going large, I had the pleasure of bringing her to a close action at three quarters past five P. M.; the disguised state of the *Victor* did not long deceive the enemy, the second broadside proved sufficient, the corvette hauling her wind and endeavouring to escape, which, in about twenty minutes, I was sorry to observe, by having almost solely directed her fire at our masts and sails, she had a fair prospect of effecting, for, on her tacking under our lee, I endeavoured to wear, with the hope of boarding on her bow, when I had the mortification to find both lower and top-sail braces shot away on the starboard side, as well as preventer ones and bow lines, and before others could be rove the corvette was half a mile to windward; night fast approaching added to the chagrin I felt on observing the corvette sail better than the *Victor* on a wind; the chase continued all night, frequently within gun-shot, and at sunset the following day, from the wind having favoured the enemy, she was four or five miles to windward; in the night of the 4th lost sight of the chase, when, probably by tacking, she escaped.

In this affair I had one man wounded with two musket balls, and Mr. Middleton, Master's Mate, slightly; the damage sustained in the hull trifling, the fore-mast shot through, and I have to regret our sails and rigging much cut.

Judging from the course the corvette was steering when first seen, she must be bound to these islands, I pushed for them, and towards sunset of the 5th, she was again seen running in for this anchorage; I kept under easy sail till dark, when the *Victor* was anchored; at daylight I had the satisfaction of seeing the corvette moored with springs

in the basin or inner harbour, with a red flag at the fore (which, as I since learn, was in defiance); being unacquainted with the channel, and having no pilot, Mr. Crawford, the Master (though ill of a fever), and Mr. Middleton, being volunteers, were sent to sound, which service they completely performed; nor did the latter gentleman desist, till repeatedly fired at by a boat from the corvette.

The extreme narrowness of the channel, added to the wind not being very favourable, compelled me to use warps and the stay-sails only, which exposed the ship to a raking fire for some minutes, till, shoaling our water, I was obliged to bring up. Having two springs on the cable, our broadside was soon brought to bear; and at three quarters past eleven A. M. a well-directed fire was opened, which was kept up incessantly from both vessels till twenty minutes past two, when I plainly perceived the enemy was going down; in a few minutes her cable was cut, she cast round, and her bow grounded on a coral reef.

Mr. McLean, the First Lieutenant, with a party of Officers and men, were sent on board; though scarce had they put off, ere we discovered the enemy to be on fire; Lieut. Smith, and other Officers were then sent with proper assistance, but just as they had succeeded in extinguishing the fire she fell on her larboard bilge into deeper water and sunk.

She proves to have been the French national corvette *La Fleche*, mounting twenty long French eight pounders, answering to English nines, with two stern chasers, though it appears all her guns were not mounted in the first action; was larger than the *Victor* in dimensions, perfectly new, a remarkable fast sailer, and not four months from France, commanded by Captain Bonamy, Lieutenant de Vaisseau, with four Lieutenants, and a complement of one hundred and forty-five men, some of whom had been left sick at Bourbon.

From a number of dead and dying men reported to be found on her fore-castle, as well as two alongside, I am induced to believe the carnage was great, though only four are acknowledged by the French Captain.

She had twenty men to assist at her guns, forming a part of the crew of the French frigate *La Chiffonne*, captured here a few days since by his Majesty's ship *La Sybille*, Captain Adam.

The obstinate defence made by *La Fleche* was on the supposition of the *Victor* being a privateer.

From the length of time elapsed ere this business was brought to a close, I have felt it necessary to be thus particular in my detail, and I trust for your excuse should I dwell longer, as I feel I should do an injustice to every Officer and man on board, did I neglect paying a just tribute to the cool and determined bravery they evinced; even men labouring under a lingering fever (of which I had unfortunately thirty), felt a proportionate zeal.

I beg leave to recommend to your notice Lieut. McLean, as well as solicit your interest for the confirmation of my Second, Mr. Smith, as also Mr. Hyde, Gunner, observing, that whenever Mr. Middleton or Mr. Graves (both having passed for Lieutenants), shall obtain the rank, they will do equal credit to your patronage.

In this action I most fortunately had not a man either killed or wounded; our hull, rigging, and boats have suffered much, besides having some shot between wind and water. I am,

GEORGE R. COLLIER.

To Sir Home Popham, K. M. Captain of his
Majesty's ship *Romney*, &c. &c.

NOTICES TO MARINERS.

From the Danish Royal Council of Customs and of the Indies, dated Copenhagen, 6th of April, 1802.

HIS Majesty having been pleased to order that there shall be a Watch Light on the northern coast of Bornholm, to guide the navigators of the Baltic, we give notice, that examination having been made of the most convenient place from whence the light might be most distinctly seen, as well by those who come from the west as by those who come from the east and the north, and who wish to pass between Bornholm and the coast of Sweden, a Light house has been constructed on the mountain called Steileberg, which is situated by the compass, about a quarter of a mile from the northernmost bay of Bornholm. In consequence of the height of this mountain, this Light-house will be 272 feet above the level of the water. Although it is lighted by means of a coal fire, it is surrounded by a glass case or lanthorn, of fourteen feet diameter, constructed upon a new principle, so that, in all weathers, the flame will rise without interruption, and the light will be augmented by it, because that part of the case or lanthorn which is on the land side, and every part from whence the light cannot be seen at sea, is a wall, the interior of which is covered with plates of polished block tin.

This Light-house will be lighted up for the first time on the 21st of June 1802, and afterwards it will be continued according to the terms of the Ordonnance of the 21st of March 1705, and of the Proclamation of the 1st of February 1799, so that in summer, that is from Easter Day to Michaelmas Day, it will be kept burning from an hour after sunset till sunrise, and in winter, that is from Michaelmas Day to Easter Day, from half an hour after sunset till sunrise.

Done at Copenhagen, at the Royal Council of Customs and of the Indies, the 6th of April, 1802.

[Then follow the Signatures.]

Royal Council of Customs, and of the Indies, Copenhagen, June 3, 1802.

HIS Danish Majesty having ordered, for the guidance of persons navigating in the Baltic, that a Light-house should be erected upon the extreme southern point of Falster, called Giedser-Odde, and after having previously consulted with M. Lowenorn, Adjutant-General of the Royal Marine and Chief of the Pilots, the public is hereby made acquainted, that a Light-house has been constructed upon the said Giedser-Odde, at about one-eighth of a mile from the most extreme point of land, and although the light is entirely produced by a coal fire, yet care has been taken to surround it with a lanthorn or glass case, according to the latest invention, of fourteen feet diameter, so that, be the weather what it may, a constant flame will arise therefrom, and the light be augmented thereby, because all that part of the case which is towards the land, and which cannot be seen at sea, is lined with a plating of polished block tin.

In order that the dangerous flat called Trindelen, situated by the compass at about three quarters of a mile S. E. one quarter S. without the Giedser-Odde may the more readily be observed by navigators during the day, a pillar with a barrel on the top of it, painted black, has been erected on a rising ground near the sea, and which is placed, as with

regard to the Trindelen, in the same point of view as the Light-house, which is painted white : so that when under sail, the black barrel is seen in the same point of view as the white Light house (which may very easily be distinguished from the Trindelen in gloomy weather, and even at a distance of half a mile without the flat, according to the greater or less elevation of the vessel at sea), she is in a right line with the Trindelen. In such case a vessel must keep at the distance of a mile from the coast in order to avoid the said flat, it being impossible to take soundings. When the course is from west to east, and the barrel is seen insulated and free on the western side of the Light-House the vessel is quite clear of the flat, and *vice versa*, when sailing from the east, and the barrel is seen insulated and free on the eastern side of the Light-house.

As to ships not being of great burthen there is a passage between the Trindelen and shore; but this passage must be extremely well known, or a pilot should be taken, who will come out from Giedser-Odde upon signal being made.

This Light House will be opened on the 1st of August 1802, from which day the Regulations contained in the Ordonance of the 21st of March 1705, and in the Placard of the 1st of February 1779, will be adopted; so that it will be kept burning in summer, or from Easter Day to Michaelmas Day, from an hour after sunset to sunrise; and in winter, or from Michaelmas Day to Easter Day, from half an hour after sunset to sunrise.

[Here follow the Signatures.]

Naval Courts Martial.

PORTSMOUTH, JULY 22.

A COURT-Martial was held on J. HAMILTON, belonging to his Majesty's ship *Zealous*, for neglect of duty. The charge being proved he was sentenced to receive two hundred lashes, which sentence was put in execution alongside the respective ships in the harbour. Just before he was seized up alongside the first ship, he jumped overboard and attempted to make his escape, but was soon retaken.

23. A Court of Admiralty Sessions was held before the Hon. GEORGE CUTHBERT, Esq. for the trial of PATRICK KELLY, *alias* AFFLECK, one of the principal mutineers on board the *Lady Shore* transport, when on her passage from England to Botany Bay. He was found guilty, on the clearest evidence, and the sentence of the law was accordingly pronounced.

A vessel arrived at Whitehaven lately, from Strangford, which is known to have been coasting, chiefly in this channel, for 130 years. She is called the *Three Sisters*, Donnan, master, but is better known by the name of the Port-a-Ferry Frigate; she is of the burthen of thirty-six tons, at present rigged as a brigantine, but there is a report that she formerly appeared as a ship. However this may be, it is certain that she was employed at the siege of Londonderry, in 1689, and was successful, on an emergency, in supplying the garrison with provisions. This venerable piece of naval architecture (which, from the great improvements made in the course of the last century, is now viewed as a curiosity), is allowed, we are informed, the privilege of using any of the public docks at Liverpool, free of all port charges; and this is in consequence of her having been the first vessel that entered the Old Dock.

MONTHLY REGISTER

OF

Nabal Events.

LIEUT. Grant, of the *Lady Nelson* store ship, who is lately arrived from New South Wales, brings pleasing accounts of the flourishing state of that colony: he left Port Jackson in November last, when the crops were very luxuriant and beginning to be cut down, without having suffered that year from the floods of the Hawkesbury. Governor King had opened a communication with Otaheite, for the purpose of supplying the colony with pork, in which he had been singularly successful. The country is no longer in want of a staple commodity, coals of an excellent kind being found in abundance in Hunter's river, together with plenty of wood, well qualified for the masts of shipping. The Governor had also formed a small settlement at Hunter's river, for the purpose of working the coal, which is of the same nature with that of Newcastle. Mr. Grant entered this river in the *Lady Nelson*, in order to obtain the survey of it; he penetrated in his boats nearly seventy miles up the same, accompanied by Lieut. Col. Patterson, without being able, at that time, to discover its source. A wood resembling fustick has also been found. Mr. Grant in his passage from England to Port Jackson, in the *Lady Nelson*, a vessel of only sixty tons burthen, with three sliding keels, and built on Captain Schank's construction, was the first that passed through the Straits which separate Van Dieman's Land from New Holland. Mr. Grant bears testimony to the good qualities of the *Lady Nelson*, and vessels built on that construction, as being particularly calculated for discovery.

SHIP-WRECK.

BY accounts from Baltimore, North America, we learn, that the schooner *Nymph*, Captain Corlet, laden with flour and corn, having been out four days from Philadelphia, bound to Charleston, South Carolina, had the misfortune to run aground off Cape Lock out-shoals, on the night of the 16th of April, the wind being N. by E. After being bilged, in about half an hour she went to pieces, all her cargo having been previously washed overboard. The Captain and crew had cut away her main mast, in the fall of which great part of the larboard side of the deck was carried along with it, and the boat entirely lost. The crew consisted of eight in number, and one passenger, every soul of whom, except one John Kelly, a young Englishman, are said to have perished.

The Captain betook himself to a piece of the mast, and the rest to spars, oars, &c. Kelly, who still hung to the main wreck, got off nearly an hour after, during which time he was endeavouring to procure from the wreck some part most likely to effect his safety. He passed by all his fellow sufferers but the cook, who did not go through the breakers; when he had gone some distance by the Captain, he looked back and waved his hat, which was only answered by a shake of the head. He never saw one of them after.—Floating on, for two days and a night, and often overwhelmed by the breakers, he got within two miles of the shore, when the wind shifting, he was again driven to sea above six miles. Thus wafted at the mercy of the waves, he was at length discovered about a mile off, by Captain Dudley, of the schooner *Hannah*, from Beaufort, North Carolina, who humanely put about, and who was fortunate enough to snatch this hapless victim from a watery grave. Captain Dudley, who arrived safe at Baltimore on the 30th, says, that for several hours before he came up with Kelly, he observed four, &c. floating on the water.

NAVAL OFFICERS returned to serve as Members of Parliament for the United Kingdom, taken from the London Gazette of 27th July, 1802.

For the County of Gloucester.

Hon. George Cranfield Berkeley.

City of Rochester.

Sir William Sidney Smith, Knt.

Stirling.

Hon. Charles Elphinstone Fleming.

Town of Nottingham.

Sir John Borlase Warren, Bart. K. B.

Eye.

Hon. William Cornwallis.

LA PEROUSE.

After the lapse of years, some glimmering of information has reached Europe with respect to the fate of the French navigator PEROUSE.—Our readers may recollect that he sailed on a voyage of discovery with two frigates, and that after performing part of his voyage he touched at Botany Bay. From the period of his sailing from New South Wales, no account was ever received from him. A vessel was sent from France, under the command of D'Entrecasteaux, in search of him, but the search was ineffectual. At length, an American ship, which had traversed the South Sea, brought to the Mauritius, in February last, some information, which gives strength to the conjectures that have been formed of the unfortunate Navigator's having been massacred; with all his crew. The following article, extracted from the French paper called the *Moniteur*, throws some light on the subject: yet the American Captain's information relates only to one of the ships, and leaves us still to conjecture whether the Captain massacred was Perouse, or the Commander of the vessel which sailed in company with him.

Extract from a Journal, entitled The Nouvelliste des Isles de France and de la Reunion.

Mauritius, Feb. 14.

"Captain Ingenold, Commander of the American ship the *Charlotte*, arrived from China, says, that he learnt, in his voyage in the South Sea, at the Sandwich Isles, and on the North West Coast, that before the Revolution of France, without being able to determine precisely the year, a vessel from Brest had, in the month of April, anchored in the Bay of Comshervar, a bay which is 53 degrees 13 minutes North, opposite Englefield Bay, in the island called Queen Charlotte's Island.

"That this vessel having a great quantity of sick was attacked by the Islanders, who got on board at the moment the crew were employed in reefing the sails; that they massacred the Captain, who was on the deck, and the whole crew, with the exception of a young man, whose fate is unknown.

"It is added, that the Islanders destroyed the vessel, after having unloaded it. It is to be presumed that this vessel is M. La Perouse's, or her companion."—(*Moniteur*.)

COURT OF KING'S BENCH, JULY 2.

WATERHOUSE *v.* KING.

This was an argument on a point reserved at the trial of this cause at Guildhall :—The plaintiff was appointed by the Admiralty Second Captain of a small ship, the *Reliance*, destined for Botany Bay. The reason that the Admiralty appointed a Second Captain was, that the First Captain, Hunter, was obliged to stay principally on shore, and they wished at those times that the vessel should be under the command of a higher authority than that of a Lieutenant ; this vessel was one of a squadron which detained several Dutch ships, a short time previous to the issuing letters of marque and reprisal against the ships of that nation : although they were not strictly entitled to any thing on account of this detention, a sum of money was granted in consideration thereof, to be distributed among the captors according to the proportions laid down in the Royal Proclamation for the distribution of prize-money. This Proclamation mentioned one Captain to a ship ; and the questions now were, first, Had the Lords of the Admiralty the power of commissioning a supernumerary Captain, without the express acquiescence of his Majesty in Council ? Secondly, Supposing they had that power, would such supernumerary Captain be entitled to any, and what share of prize-money under that Proclamation ? These questions were argued at considerable length by the Counsel on both sides.

The Court held, that the Lords of the Admiralty have now the same full power which the Lord High Admiral had, formerly, of granting such commissions as to them may seem expedient for the service ; and that every person who holds a commission from them is entitled to all the privileges and advantages of that commission ; and therefore that the plaintiff in this case is entitled to a Captain's share of prize-money.

ABEL *v.* ELLIOT,

24. This was an action on a policy of insurance, on the ship *Suffolk*, from Bengal to London. This ship was one of those that was taken up in the time of the scarcity to bring rice from Bengal to England ; and had been insured nearly to its full value, which was then 9000*l.* She left Bengal the 13th September 1801 ; and having met with seven storms on her arrival in the Channel, she with difficulty made St. Ives, but in such a shattered state that it was impossible to repair her, so as to enable her to proceed on her voyage without expending more money in repairing her than she would be worth at the present reduced price of ships. The owners served the underwriters with notice of abandoning the vessel, which the underwriters refused to accept. The question then, in this instance, was, Whether the underwriters were liable as for a total loss to the amount of near 9000*l.* which was the sum the ship was insured for ? or whether, as on an average loss, they were only bound to pay about 4000*l.* which was about the sum her repairs would have cost ?—As to the possibility of her being repaired, there were witnesses on both sides ; but as it appeared that she had suffered so much by the storms as to be in a state almost as bad as ever a vessel was abandoned in, the Jury found a verdict for the plaintiff, as for a total loss.

A cause of considerable importance to the owners of smacks, &c. was lately tried in the Court of Exchequer, which originated in Captain Stiles of the *Roebuck*, revenue cutter of Portsmouth, having, in the

month of December last, seized a vessel called the Blossom, Edward Stuart, Master, for not being rigged accordingly to law, viz. "not having a fixed stay."

After a complete investigation of the circumstances, and Captain Stiles's evidence was given, in which he clearly pointed out the method in which the said vessel was rigged, the Court condemned the seizure as a good and lawful prize.

By a late Act of Parliament, all vessels laden with contraband goods are liable to seizure, if within *eight* leagues of the shore.

The following letter has been addressed from Mr. Livingston, Minister Plenipotentiary of the United States in France, to Mr. Skipwith, the American Commercial Agent at Paris:

"SIR,

Paris, July 18.

"Letters which I have this moment received from Commodore Morris, who commands the squadron of the United States in the Mediterranean, and from Mr. Gavine, our Consul at Gibraltar, communicate the disagreeable intelligence of Mr. Simpson's arrival in that port from Tangiers; the Emperor of Morocco having forced him to depart precipitately, and having at the same time ordered his vessels to be armed against the American merchantmen.

"I beg that you will give notice of this event, without delay, to our Commercial Agents in the different ports of France, requesting them to dispatch copies of this letter by the first vessels which sail for the United States, or the West Indies, and to direct the Captains of those vessels to publish it in the ports in which they arrive.

"Commodore Morris advises all American vessels, bound to the Mediterranean, to rendezvous at Cadiz, where they will find a convoy appointed to protect them on their passage through the Straits.

"I am, &c.

"ROB. R. LIVINGSTON."

Lord Nelson and Sir W. Hamilton have been presented by the Corporation of Oxford with freedoms of that city, in gold boxes.

Admiral Villaret Joyeuse has been appointed Captain-General of Martinique by the French Government. He is gone to Brest to take the command of a squadron of two sail of the line, several frigates, and light vessels, in which the troops, destined to take possession of Martinique, will embark.

From Memel we have the following anecdote:—The Emperor of Russia and the King of Prussia were walking by the harbour, with only a few attendants, when an English ship arrived, which had been some time at sea, and whose crew knew nothing of the meeting of the two Monarchs. When the English Captain came ashore, the two Sovereigns, perceiving he wore a Russian order, entered into conversation with him, and the Emperor asked him, "Where he had acquired the Order he wore?"—To which he answered, "At Ancona."—The King of Prussia now acquainted the Captain, to whom the two Monarchs were still unknown, with the high rank of the Emperor; surprised and confused, he drew back, and testified his respect by a low bow. But the Emperor now disclosing to him the rank of the King, he thought they were making game of him, and left them, saying, "Gentlemen; I am not to be caught in that way, I assure you."

An affecting, and at the same time ludicrous, scene was exhibited a few days since.—A sailor, who had been absent from his country since the commencement of the war, and was supposed dead by his friends, unexpectedly came to town, about ten days since, with his pockets pretty well filled with the fruits of his hard-earned services. Immediately on his arrival, he hastened to the spot where he had left his wife and child; but she had left her place of residence some years back, and was gone nobody knew where. Still he was determined to find her, if alive, and wandered wherever his fancy directed, in hopes of gaining some intelligence of her fate; he had almost exhausted himself in the search, and given up all hopes of finding her, when, chancing to pass a street, near the Seven Dials, he heard a woman crying water cresses—the sound arrested his attention—he thought he recognized the voice of his former helpmate; for a moment he doubted his senses, scarcely believing his wife could have experienced such a reverse of fortune, but, on coming nearer, his doubts were removed; with a tumult of joy, not to be described, he snatched the basket from her arm, threw the cresses into the street, and gave her as complete a hug, as honest and robust affection was capable of performing. The poor woman was no less surprised, and burst into tears, which the jolly tar soon dispelled with a comforting drop of the *dear creature*. A thousand questions were now asked, and resolved in a minute, when the sailor hauled away his bride to a clothes shop in the neighbourhood, where he rigged her from stem to stern, casting her old ones into the street; after which he called a coach, and rode away in triumph, swearing, that now he had found his wandering rib, he was the happiest dog alive, and d—n him but Poll and he would have a night of it.

FEMALE SAILORS.

Some years since, a Gentleman in London, extensively engaged in West Indian commerce, was involved in bankruptcy by a misplaced confidence—he retired into the neighbourhood of Bradford with two daughters, and shortly after sunk beneath the pressure of his misfortunes, leaving them wholly without provision. The former affluence of their father had prevented their acquiring a knowledge of any profession by which to earn a respectable maintenance—they could not work, and were ashamed to beg. In this dilemma, their enterprise rose superior to considerations of fear, and prompted the bold expedient of assuming the dress and character of men, and entering into the Navy. They went to Portsmouth, and by their address obtained a situation on the quarter-deck of a troop ship bound to the West Indies. They were engaged in the reduction of Curaçoa, &c. and served with credit in two or three actions in those seas, till one of them was wounded by a splinter in the side, when her sex being discovered, she was discharged, and came to England about six weeks since.

The other sister was at this period sinking under the fever which has proved so fatal to Europeans in the West Indies, and had been sent ashore at Dominica; there, under an impression of approaching death, she disclosed to one of the Officers of the ship her sex. The discovery gave tenderness to the esteem he had before entertained for his young friend: his attentions contributed to her convalescence. In short, she recovered, they were married, and are now returned to England, in possession of the means to render happy the remainder of their days.

PLYMOUTH REPORT.

FROM JUNE 11 TO JULY 25.

June 12. Orders came down yesterday from London to send all the frigates and sloops lying in the Sound to sea immediately, as the coast from Berry Head to Mount's Bay is infested with smugglers. The following frigates, &c. were immediately victualled for two months, viz. *Amethyst*, of 36 guns, Captain Glyn; *Blanche*, of 36 guns, Captain Dacres; *Amelia*, of 44 guns, Captain Lord Proby; and *Rosario*, of 18 guns.—Yesterday the *Achille*, of 84 guns, Captain J. O. Hardy, was paid off.

14. Sailed for the coast of Scotland, the *Amethyst*, 38 guns, Capt. Clyn, on a cruise against the smugglers.

16. Letters received here from the *Favourite* brig, of this port, dated Surinam, the 18th of May last, mention her safe arrival there from this port, after a good passage: she had taken in a cargo of sugar, rum, coffee, cotton, and indigo, for the London markets, and was to sail the first fair wind.

17. Letters from an Officer of the *Audacious*, of 74 guns, Captain Peard, dated the 1st of May last, at Port Royal, Jamaica, mention, that the squadron which left Torbay last February, arrived the latter end of March at Martinique, being only twenty-five days on her passage; and found there the *Saturn*, of 74 guns, Rear Admiral Totty, with the *Excellent*, of 74 guns, and *Magnificent*, of 74 guns. Sailed for Port Royal the 5th of April, with the *Bellerophon*, of 74 guns; arrived at Jamaica after a fine passage, and found there Vice Admiral Sir T. Duckworth, Bart. with fifteen sail of the line, besides frigates and sloops of war. The remainder part of the fleet were cruising between Jamaica and St. Domingo.

20. All this day a signal has been flying at Maker Tower for a fleet from the eastward. Several coasters, with groceries, are come in from the Downs; with the *Pitt*, *Sovereign*, and *Hibberts* transports, for the 29th regiment of foot, which will embark in the course of the week.

21. This morning, dispatches, said to be of importance, were received by Rear Admiral Dacres, Port Admiral here, and were immediately put on board the *Hunter*, lying in the Sound, for the West Indies; she unmoored, and is now lying at single anchor.

22. Sailed with dispatches for Jamaica and Martinique, the *Hunter*, of 18 guns, Capt. Jones; she carries out orders to send home more ships of war, in consequence of the surrender of Toussaint to General Le Clerc. Came in from Spithead, the *Carnatic*, of 74 guns, Captain Prouse; she came home from Jamaica with seven sail of the line, and is to go up the Hamoaze to be stripped and paid off.

26. Went into the Sound, the *Hibberts*, *Camilla*, *Pitt*, and *Sovereign* transports, having on board the 29th regiment of foot, Lieutenant Col. Byng. They sailed this morning, with a fine breeze at S. S. E. for Halifax.

27. Came into Cawsand Bay, a line of battle ship, but cannot learn her name, though she is supposed to be from the West Indies.

29. Came in from New Brunswick, with a valuable cargo of timber, large masts, spars for yards, &c. the *Lord Macartney*, formerly an East Indiaman, for the Dock Yard. This forenoon the *Achille*, of 84 guns, being stripped was paid off in Hamoaze, and her crew turned over to other ships. She is laid up in ordinary for the present, being in want of much repair, and will go into Dock the first spring tide after the Great Portland Dock is vacant.

30. Wind S. W. Fair. Went up the harbour, the *Lord Macartney* mast ship, to discharge her cargo of naval stores, masts, &c. &c. Marched into Plymouth Dock Barracks the third and fourth division of the gallant 28th

regiment of foot from Egypt. It is in contemplation, that when the Royal Invalids in Plymouth Citadel are disbanded, the Royal Corps of Artillery, with their park and field pieces and howitzers, are to occupy the barracks of the citadel as a central point.

July 1. Wind S. W. Showery. Came in from the Leeward Islands, a West India packet. She came to in Cawsand Bay, having overshot her port; She landed her mails which were forwarded directly.

2. Wind S. W. Cloudy. The Hibberts, Lieutenant Donovan, Camilla, Pitt, and Sovereign transports, with the 29th regiment of foot, for Halifax, attempted to sail, but it blowing hard at S. W. they were obliged to put back, and come to at their old moorings in the Sound.

3. Wind S. W. Rain. This day the lucky *Suffisante*, 14 guns, Captain Nesham, was stripped and paid off in Hamoaze. She was formerly a Dunkirk privateer, and did much damage to our trade, with her consorts, in the North Sea. She was immediately taken into the service, and the command given to Captain Tomlinson, who was very successful in his bold cruizes off the coast of France, particularly near the Isle de Bas, where he fell in with a French privateer of superior force, and her prizes, five Oporto ships, with wines for Dublin, and was so fortunate as to capture the whole of them, with which he entered the harbour of Plymouth in triumph. For this and several other services he was made post captain. Captain Whitman succeeded to the command of *La Suffisante*, and was very fortunate. Ill health prevented him from continuing the command, and he was succeeded by Captain Nesham (since made post captain), who was also extremely active in her, till the peace put a stop to his exertions. She is for the present laid up in ordinary.

4. Wind S. W. Rain. No arrivals or departures.

5. Wind S. W. Hard Rain. Several of the Royal Marines of this division, who have served on board the *Suffolk*, 74 guns, lately paid off, from the East Indies, arrived here from Chatham, to their regular division, they will have at least to receive 300l. wages and prize money.

6. Wind variable, Rain. This morning, on account of the ensuing General Election, all the troops in garrison and barracks, were ordered not to pass the different barriers. Orders came down this day at the dock yard, to prepare moorings in Hamoaze, for the reception of *La Genereux*, of 84 guns, Captain V. C. Berkeley, hourly expected from Malta and Mahon; she will when the dock is vacant, go into the Great Portland Dock, built by that skillful architect, the late T. Parnby, Esq. of Stonehall, near Plymouth.

7. Wind S. W. Rain. This forenoon on account of the very orderly and correct conduct of the Royal Marines quartered here, and ordered to barracks, on account of the General Election, the Mayor, by the commanding officer, Lieutenant Colonel Dyer, sent a letter of thanks for their good behaviour to Colonel Bowater, Colonel Commandant of this Division of Marines.

8. Wind S. W. Rain. The pay books of the *Carnatic*, of 74 guns, Captain Trowse, came down this day from the Navy Board to the Pay Office at this dock yard, she has had upon books during her stay in the West Indies, upwards of 1300 names, but with sickness, deaths, discharges, and desertion, her complement was now only 550 men; she is to be paid off this week, and each man has seven years pay due to him, she is the richest ship paid off since the peace at this port.

9. Wind S. W. Cloudy, some Rain. This forenoon came express from Torbay, the chief mate of the *Bridgewater*, East Indiaman, put in there by contrary winds, bound for Potany Bay, Port Jackson, and Norfolk Island, with convicts; his object was to purchase 200 legars, to be fitted with water on her arrival at the Cape of Good Hope, for the use of the cattle of different sorts, to be purchased there, and conveyed to the above settlements, for their use and also to breed from. The transports with the 29th regiment of foot on board, made an attempt to sail this evening, but the wind becoming foul, they put back, and came to in the sound, at their old moorings.

10. Wind N. W. Some Rain. Letters from Port Mahon, dated June 2d, from an Officer of the *Cæsar*, of 84 guns, Rear Admiral Sir James Saumarez, Bart. state the complete evacuation of the Island of Minorca, to the Governor appointed by the King of Spain. The British Squadron was expected to sail for Gibraltar in a few days with the troops and stores. The *Thames*, of 32 guns, dispatched for Alexandria, was hourly expected to join Sir James Saumarez, Bart. The fleet and army were very healthy; and mutual civilities took place between the Spanish and British Officers.

11. Wind N. N. E. Fair, some Flying Clouds. Early yesterday, after a detention of 17 days, from contrary winds, blowing strong at S. W. with a heavy sea, sailed from the Sound for Halifax, the *Hibberts*, armed transport, Lieutenant Donovan, Queen, Camilla, and Matthew and Thomas, transports, with the 29th regiment on board, in the highest health and spirits; Sir Jerome Fitzpatrick, Knt. Inspector General of Transports, for carrying troops, attended on the occasion, and though the weather has been very warm, he found it necessary to send only one soldier to the Royal Military Hospital at Stokes, out of 600 rank and file. In the evening a thick fog sprung up, and the wind veered to S. W. when they again put back.

12. Wind N. N. W. Some Rain. This morning the transports with the 29th regiment on board, sailed for Halifax, with a fine leading wind at N. N. W. by sun set they had cleared the Ram Head, and made a large offing in the W. S. W. quarter. Came in from Cork, where she had been with discharged seamen, the *Viper* Cutter, Lieutenant J. Coghlan. The *Dorset Yacht*, which arrived from Dublin, is gone into dock to be refitted and new painted, for the reception of his Excellency, the Lord Lieutenant of Ireland; she sails for Dublin the first fair wind.

13. Wind W. S. W. Rain. Yesterday the *Carnatic*, of 74 guns, Captain Prouse, was paid off in Hamoaze, the crew discharged, and she was laid up in ordinary at her moorings; the crew received seven years pay, two of the poor fellows got intoxicated at dock, and were robbed of all their property so hardly earned, and after so many years hard servitude. Orders came down this day for moorings to be laid down in the River Tamar, for the *Foudroyant*, of 84 guns, hourly expected from Spithead, to be paid off and laid up in ordinary; also for the *Cæsar*, of 84 guns, Rear Admiral Sir James Saumarez, Bart. the moment she arrives from Gibraltar, those ships being, to make use of a nautical phrase, *too long legged* for the eastern yard.

14. Wind N. N. E. Fair. Came in the *Captain*, of 24 guns, Captain Poyles, to be paid off, dismantled, and laid up in ordinary in the river Tamar; she will go up the first fair wind. Arrived from Bath, where he has been for the recovery of his health, Rear Admiral Thornborough, it is imagined he will have the command of a squadron of frigates to cruise in the Channel, to exercise the seamen and marines, and look after the numerous smugglers which infest the coast from the Prawle to the Scilly islands. Rear Admiral Dacres still retains his situation as Commander in Chief at this Port. Came in the *Fortunée*, of 40 guns, Captain Clements, from Cork for orders.

15. Wind W. N. W. Cloudy. Letters from Port Royal, Jamaica, dated 20th June, state the extreme healthiness of the crews of the different ships on that station, owing to the very judicious arrangement of Vice Admiral Sir T. Duckworth, Bart. who has kept the fleet there constantly cruising in divisions, and only allowed to come into port to wood and water. Yesterday a pleasure yacht with a party of ladies and gentlemen, in turning in through the sluice of the Pier Heads Barbican, the wind flattening, missed stays, ran foul of the pier head, carried away her bowsprit and jib, and did some little damage to the kirk stones of the pier head; but the party on board were only a little frightened. Came in from Stonehouse Barracks the light company of the Royal Marines, commanded by Lieutenant Colonel Dyer, to be quartered here. Arrived from Spithead to be paid off, the *Foudroyant*, 84 guns. She was built in 1793, and the second of her class ever launched in any English yard: the *Cæsar*, 84 guns, was the first, and was launched, as well as the *Foudroyant*, at this dock yard.

16. Wind W. S. W. Rain. Went up the harbour, the *Foudroyant*, 84 guns. She is to be stripped and paid off directly. In passing the Narrows of Devil's Point, she was cheered heartily by the spectators assembled at the battery as an old friend returned to her native port. Came in from Spithead to be stripped and paid off, the *Warrior*, 74 guns, Captain Tyler, and the *Saint George*, 98 guns, Captain Lobb. Came in, the *Oiseau*, 36 guns, Captain Philips, from a cruise against the smugglers.

17. Wind W. Rain. Seamen enter but very slowly for the ships in commission in Hamoaze, preferring, for the present, going home to visit their friends and families. The Captain, 74 guns, Captain Boyles, and *Warrior*, 74 guns, Captain Tyler, are now lying at single anchor, waiting for a wind to go up the harbour. Orders came down this day for all the frigates to get ready for sea directly.—The *Cæsar*, 84 guns, is hourly expected here to be paid off and laid up in ordinary. Moorings are now getting ready for her against her arrival.

18. Wind W. Some Rain, with Thunder. By order of the Lords of the Admiralty, and Navy Board, the ships in ordinary at this port, which are now so numerous, are divided into divisions of fourteen each, in Hamoaze and the River Tamar. Each division has a Superintending Master, who makes weekly reports of their state and condition to a Chief Master of the whole, who sends them to the Commissioner, to be forwarded to the Lords of the Admiralty, and the Navy Board;—a measure which will be highly beneficial to the service.

19. Wind W. N. W. Cloudy. Came in from a cruise, and anchored in Cawsand Bay, the *Sirius*, 36 guns, Captain King, and *Imogene*, 18 guns. They are to victual and water, and then sail directly to cruise against the smugglers. Orders came to the Dock Yard to prepare moorings for eight sail of the line, four frigates, and five sloops of war, daily expected from Jamaica to be paid off and laid up in ordinary.

20. Wind W. N. W. Cloudy. Went up the harbour to be stripped and paid off, the Captain, 74 guns, Captain Boyles; *Warrior*, 74 guns, Captain Tyler; and *Saint George*, 98 guns, Captain Lobb, with a fine wind at W. N. W. This day the Loyal Antient Irish Fencibles embarked on board transports, from Mill Bay Barracks, for Cork.

21. Wind W. N. W. Showery. The ships expected from Jamaica to be paid off at this port are the *Temeraire*, 98 guns, Rear Admiral Campbell; *Formidable*, 98 guns; *Sans Pareil*, 84 guns; *Spencer*, 74 guns; *Vanguard*, 74 guns; *Bellerophon*, 74 guns; *Theseus*, 74 guns; *Santa Margareta*, 36 guns; *Nereid*, 36 guns; *Syren*, 32 guns; *Æolus*, 36 guns; *Busy*, 18 guns; *Plover*, 18 guns; *Offspring*, 18 guns; and *Arab*, 18 guns.

22. Wind W. N. W. Cloudy. An experiment was made a few days since, of a new Portable Bridge, on the lawn before Government House, before Generals England and Mercier, and all the Officers of the line and Royal Artillery; it is the invention of Captain Henderson, of the 29th regiment. After the trial, the Officers gave it as their opinion, that it would answer in many situations where pontoons would not. The machine is deposited in a timber yard near the gun-wharf.

23. Wind W. N. W. Fair. Orders again came down this day for all the frigates in the Sound ready, to proceed directly to sea in different directions, to meet the fleet expected from the West Indies to be paid off here. Came in a sloop of war, with her foremast and bowsprit gone in a gale of wind.

24. Wind W. N. W. Orders came down this day to Rear Admiral Dacres to give directions for moorings to be prepared for the *Gibraltar*, 84 guns, Captain Kelly, hourly expected from thence to be stripped, paid off, and laid up in ordinary. Sailed on a cruise, the *Amelia*, 44 guns, Hon. Lord Proby; *Oiseau*, 36 guns, Captain Philips; *Sirius*, 36 guns, Captain King; *Glenmore*, 36 guns, Captain ———; *Galatea*, 36 guns, Captain Wolfe; and *Imogene*, 18 guns.

PORTSMOUTH REPORT,

FROM JUNE 27, TO JULY 25.

June 28. Arrived the Gannet sloop of war, Captain Burrowes, from the Downs.

29. Arrived the Saturn, of 74 guns, Captain J. Brisbane, from Martinico. 1

30. Sailed the Morgiana sloop of war, Captain Raynsford, on a cruise.

July 1. Arrived the Winchelsea, armed *en flûte*, Captain Hatley, in forty-three days, from Jamaica, with invalided sailors and soldiers. Came into harbour to be paid off, the Vengeance, Captain Duff; and the Orion, Captain Cuthbert. Also the Phoenix frigate, Captain Halstead.

2. Arrived the Dreadnought, of 98 guns, Captain Vashon, from Minorca; La Pique, of 38 guns, Captain Young, from Gibraltar; Solebay, of 36 guns, Captain Dundas, from the same place, last from Lisbon in six days; and the Ragoon sloop of war, Captain Rathborne, from Malta, last from Gibraltar.

3. Arrived the Foudroyant, of 98 guns, Admiral Lord Keith, Captain Searle, from the Mediterranean.

4. The Foudroyant, of 98 guns, Lord Keith, was relieved from quarantine and his Lordship landed.

The following ships, lying at this port, are to be put in commission, by orders sent from the Admiralty:—Barfleur, Canada, Success, Dido, Nymph, Pearl, Prompte, Amphitrite, Serpent, Bull Dog, and Swan. Arrived the Determinée, Captain Beaver, from the Mediterranean. She is put under quarantine at the Motherbank. Sailed L'Immortalité, of 98 guns, for Weymouth.

8. Sailed the Solebay frigate, Captain Dundas, for Deptford, to be paid off; and the Sophie sloop of war, Captain Rosenhagen, for Jersey. Arrived the Acasto frigate, Captain Wood, from the Mediterranean; and the Immortalité, Captain Owen, from Weymouth. The Princess Augusta and Royal Charlotte yachts passed down Spithead this afternoon for Weymouth. The Foudroyant is ordered to Plymouth to be paid off; and the Saturn is ordered into harbour. The Bellona, Orion, Vengeance, and Brunswick, have been paid off this week, and laid up in ordinary. At a late hour this evening arrived at Spithead his Majesty's frigate Juno, commanded by Thomas Manby, Esq. This active and zealous Officer left Port Royal, Jamaica, on the 5th of June last, being charged with dispatches of importance from Sir John Duckworth, relative to the surrender of General Toussaint to the French troops. The Juno brings a very large mail, and a considerable sum of money home, belonging to the merchants. The Quebec frigate and the packet were to leave Jamaica three days after the Juno. The Augustus Caesar, merchant ship, sailed from the island the day previous to her. Many of the line of battle ships were to sail for England in ten days, when the Juno left it. Several homeward-bound West India ships passed by the Juno on her passage home. The Boston frigate was spoke off the Bermudas, bound to Halifax, three weeks ago. Captain Douglas, his Officers, and crew, all well. The greatest good health prevails amongst the whole of our ships at Jamaica; for though 20,000 seamen and marines are employed on that station, only twenty-seven men were in the hospital.

10. Came up to St. Helen's the following men of war from the West Indies, they left St. Domingo on the 16th of June, several large packets of letters were landed from them, and sent off to London; the St. George, of 98 guns, Captain Lobb; Warrior, of 74 guns, Captain Tyler; Resolution, of 74 guns, Hon. Capt. Gardner; Captain, of 74 guns, Captain Boyles; Zealous, of 74 guns, Captain Linzee; and Robust, of 74 guns, Captain Jervis.

11. Several guns of distress were distinctly heard from the eastward, in consequence of which the Immortalité, of 38 guns, Captain Owen; and Magicienne, of 36 guns, Captain Vansittart; and La Pique, of 36 guns, Captain Young, instantly hoisted anchors and got under weigh from Spithead. Since their sailing we learn that it is the Woolwich storeship aground near the Oars, in coming round from the Downs. This evening arrived the Quebec, of 40

guns, Captain Grant, from Jamaica. The Resolution man of war, and Juno frigate, are now getting under way for the eastward, to be paid off.

12. Arrived the Mermaid frigate, Captain Oliver, from the Mediterranean, last from Lisbon, with the Countess of Errol on board. Sailed the Foudroyant, of 98 guns, Captain Searle; and Captain, of 74 guns, Captain Boyles, for Plymouth, to be paid off; and the Leander, of 50 guns, Captain Oughton, for Halifax to receive the flag of Vice-Admiral Sir A. Mitchell.

13. Arrived the Active, Captain Davers, from Gibraltar. Sailed the Warrior, of 74 guns, Captain Tyler, for Plymouth; and the Quebec, of 32 guns, Captain Grant, for Woolwich, to be paid off.

14. Arrived the Alonzo, of 16 guns, Captain Falknor, from the Downs. Sailed the St. George, of 98 guns, Captain Lobbs, for Plymouth, to be paid off; Immortalité, of 36 guns. Captain Owen, on a cruise; and the Chichester store-ship, Captain Steven, for Barbadoes.

15. Arrived the Censor and Monkey gun-brigs, from a cruise. Sailed the Mermaid, of 32 guns, Captain Oliver, and the Corso brig, for Woolwich, to be paid off. Came into harbour the Zealous, of 74 guns, Captain Linzee; Robust, of 74 guns, Captain Jervis; Saturn, of 74 guns, Captain Brisbane; Acasta, of 36 guns, Captain Wood; La Pique, of 36 guns. Captain Young; and the Determinée, of 24 guns, Captain Beaver, to be paid off.

16. Arrived the Pomone, of 44 guns, Captain Gower, from the Mediterranean; and the Sophie, of 18 guns, Captain Rosenhagen, from Jersey.

18. Sailed the Starling gun-vessel, with discharged seamen, for Ireland.

21. Arrived the Lapwing, of 28 guns, Captain Rotherham, from a cruise. Sailed the Alonzo, of 16 guns, Captain Falknor, for Jersey.

23. Arrived the Cæsar, of 80 guns, Rear-Admiral Sir James Saumarez, Captain Downman; Europa, armed *en flûte*, Captain Stuart; and the Pigmy cutter, Lieutenant Shephard, from Gibraltar. Sailed the Diamond, Captain Elphinstone; Revolutionaire, Hon. Captain Capel; Magicienne, Captain Vansittart; Pomone, Captain Gower; Alcmené, Captain Stiles; and Alarm frigate, Captain Parker, Sophie, Captain Rosenhagen, and the Racoon, sloops of war, Captain Rathborne, for Lymington and Jersey, to convey the Dutch troops from those places to Cuxhaven.

24. Arrived the Diana, of 38 guns, Captain Maling, from the Mediterranean; and the Rambler sloop of war, Captain Rye, from a cruise.

Promotions and Appointments.

WHITEHALL, JULY 13, 1802.

THE King has been pleased to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland, to Archibald Dickson, Esq. Admiral of the Blue Squadron of his Majesty's fleet, and to the heirs male of his body lawfully begotten.

15. The King has been pleased to give and grant unto Viscount and Baron Nelson of the Nile, his royal licence and permission to receive and wear the ensigns of Knight Grand Commander of the Equestrian Secular, and Capitular Order of St. Joachim; his Lordship's nomination to the same having been signified to him by Ferdinand Charles, reigning Count of Leiningen-Westerbourg, Grand Master of the Order.

10. The King has been pleased to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland, to Evan Nepean, of Loders and Rotherhampton, in the county of Dorset, Esq. and to the heirs male of his body lawfully begotten.

Sir J. B. Warren, K. B. is appointed British Ambassador to the Court of St. Petersburg.

Captain Stiles is appointed to the Alcmené.

Captain Burrough to the Pylades.

Captain C. Brisbane, to the Goliath.

Captain I. Wolley, to the Trent.
 Captain Hayes, to the Circe.
 Captain Swaine, to the Raven.
 Captain Lobb, to the St. George.
 Captain L. Thompson, to the Crescent.
 Captain James Katon, to the Trent.
 Captain Maitland, to the Glenmore.
 Honourable Captain F. Aylmer, to the Delight.
 Captain J. Stuart, to the Termagant.
 Captain Fane, to the Driver.
 Captain Barrie, to the Bourdelais.
 Captain Tippet, to the Lark.
 Captain F. Bass, to the Gannet.
 Lieutenant W. Peak, to the Escort.
 Lieutenant Ravenscroft, to the Spider schooner.

Mr. Ridge, of Chichester, Midshipman, who was wounded on board the *Edgar*, off Copenhagen, on the 2d of April, is made a Lieutenant into *Le Tigre*, now at Malta.

Previous to Admiral Totty's sailing from Martinico (see page 83), he appointed the Hon. Captain Stopford, of the *Excellent*, Commodore, with a broad pendant.

Captain Nash, of the *Hornet*, to be his Captain; and

Lieutenant Tucker, of the *Saturn*, to the *Hornet*, to succeed Captain Nash.

MARRIAGES.

At Titchfield, Capt. Stair Douglas, of the Royal Navy, to Miss Ann Payne, second daughter of John Payne, Esq. of Stubbington House, Hants.

Lately, at Stoke church, near Plymouth, Lieutenant Forbes, late of his Majesty's ship *Carnatic*, of 74 guns, to Miss Jenkins, daughter of ——— Jenkins, Esq. of Clarence-street, Dock.

At Arreton church, Isle of Wight, Count Byland, Lieutenant Colonel of Hompesch's regiment of dragoons, to Miss Mary Christian, second daughter of the late Rear-Admiral Sir Hugh Christian, Knight of the Bath.

Mr. John Edison, of Coopers Hall, Basinghall street, to Miss M. A. Bowers, daughter of the late Captain J. H. Bowers, of the Navy.

At Gibraltar, Captain Young, of the Navy, who was so fortunate as to capture a Spanish galleon, by which he at one blow made a large fortune, to the daughter of Colonel Fyers, of the Artillery, who was deemed the Beauty of the Rock.

OBITUARY.

On the 18th of July, in the 74th year of his age, Thomas Dumaresq, Esq. Admiral of the Blue Squadron, much beloved for his hospitality and truly benevolent heart. He was made Post in the year 1774, Rear-Admiral in 1794, Vice Admiral in 1795, and Admiral in 1801. Mr. Dumaresq commanded the *Repulse*, of 64 guns, in the gallant action fought by Lord Rodney with the *Compte de Grasse*, on the ever memorable 12th of April 1782, and particularly distinguished himself on that occasion. The Admiral was a native of Jersey, of a family who have for centuries filled some of the most important offices of that island, a member of which at the present time, occupies the situation of President of the Royal Court there. The Admiral was wont to take singular delight in relating the following anecdote of himself, "That he had nearly attained the age of seventy-three, without ever having occasion to pay a physician or a lawyer a fee."

On board the *Saturn*, the 2d of June last, of the yellow fever, Rear-Admiral Totty. He went on shore to reside while his cabin was painting, during which time he was seized with the fever which proved fatal to him; he went on board and put to sea, in hopes that the disorder would leave him; but finding it increase he returned to port again and made the necessary preparations for the ship's return to England. On the 24th of May, she sailed from Martinico, and on the 2d of June he died.

The Admiral's body was interred in the garrison chapel at Portsmouth, attended by all the Captains and Lieutenants at that port. The chief mourners were Admiral Milbanke and General Whitelocke.

The following extract of a letter from a young Midshipman belonging to the *Saturn* (and who was with Admiral Totty in the *Invincible*, when she was last year lost in going out of Yarmouth Roads to join the Baltic fleet) to his father, on the above melancholy subject, may perhaps prove interesting to our readers:

"Spithead, July 2.

"If the public reports have not already informed you, how great your surprise must be, on receiving a letter from me, dated at Spithead, after having informed you very lately that we expected to remain some time longer in the West Indies.

"Would to God we had remained there for years, rather than that the melancholy circumstance which has caused our return had happened! in that climate even, so inimical to English constitutions, I should have felt myself happy, so long as I continued under the patronage of Admiral Totty. By the blessing of God, I there enjoyed a perfect state of health, although daily hearing of the death of some of my brave shipmates, most of them cut off in the prime of life. In the midst of this mortality, the Admiral, having been on shore for a few days while the ship was painting, was attacked by the fever, and on coming on board was immediately put to bed; and thinking that the fresh air at sea might benefit him, he ordered the Captain to get under way. We cruised a day or two off the island, when the Admiral finding his end fast approaching, with the assistance of the Secretary and Captain, he arranged the public affairs, and appointed a Commodore in the Bay. On the 24th of last month, we sailed for England, and in a day or two we heard the joyful news that the Admiral was mending considerably, and that there were some hopes of his recovery; but Providence, alas! ordained it otherwise, for on the 2d of this month, death seized upon its prey, and his noble spirit fled to the realms of bliss, to receive that reward his numberless virtues deserved. Thus did Great Britain lose one of her bravest and most zealous Officers, society one of its greatest ornaments, and I lost, more than all, my best friend and patron. The many good qualities I have found him to possess since I have known him, have so endeared him to me, and to every one that knew him, and his kindness to me has been so great, that his memory will be cherished by me as long as there is breath in my body. The task would be endless were I to enumerate the many benefits he bestowed on all such as were so fortunate as to be known by him. One circumstance alone will prove this assertion: having while in health promoted several young men who depended entirely upon him, there were still several left unprovided for; these, while on his death-bed, troubled with a multiplicity of public affairs, he still remembered, and it was almost his first concern to give them their commissions, and send them on board the ships they were appointed to. Suffice it to say, that on board this ship, which he had been long Captain of, at his death there was scarce a man that did not shed a tear to his memory. Totty, adieu! happiness is your portion."

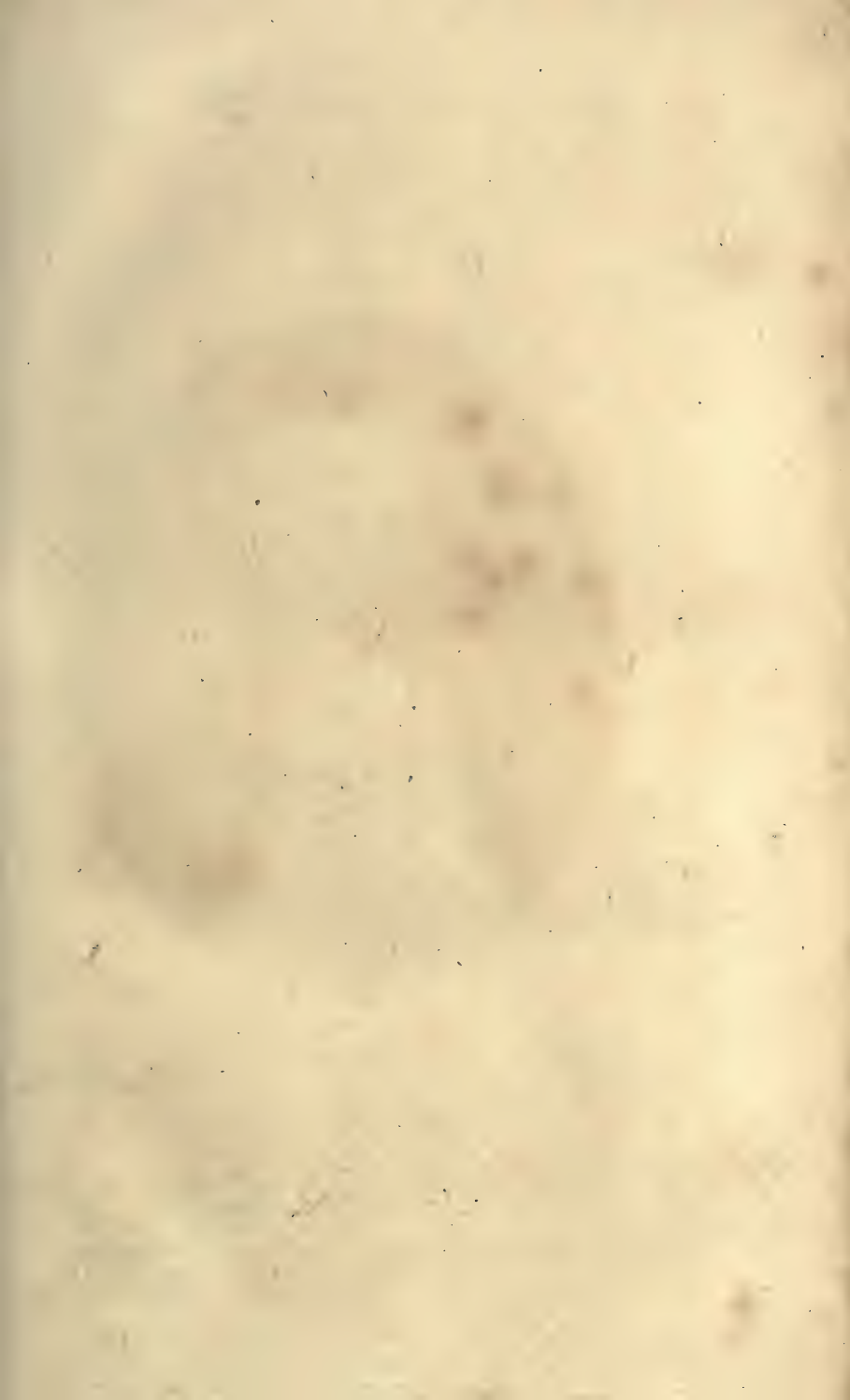
On the 12th of July, at Bristol Hotwells, Roger Curtis, Esq. made a Commender in the Navy in 1799. He was the eldest son of Vice Admiral Sir Roger Curtis, Bart. He came from the Cape of Good Hope (where he commanded the *Rattlesnake*), about two months since, in an ill state of health, and has laboured ever since under a painful disorder, which baffled all medical skill.

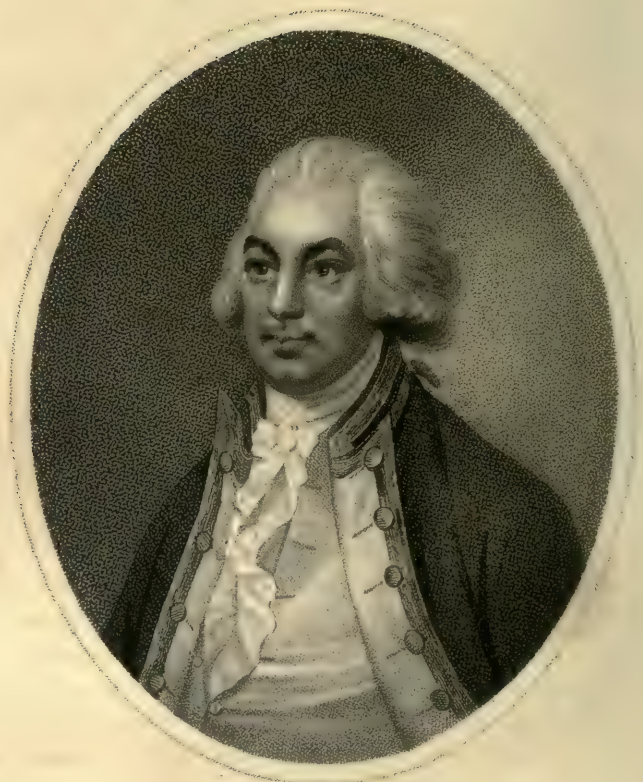
Richard Browne, Esq. a Post Captain in the Navy.

At Mile End, Lieutenant Hornsby Charles, of the Navy, and son of M. Charles, Esq. of that place. He was a Midshipman of the *Queen Charlotte* in the action of the 1st of June 1794, in which he lost a leg.

At Jamaica, Mr. Long, Purser of the *Trent*.

The 15th inst. at Surry Place, after a long and severe illness, Mrs. M^{rs} Laurin, widow of the late Captain M^{rs} Laurin.





Kistley sc

R^T. HON^R. CONST^N

JOHN PHIPPS



BIOGRAPHICAL MEMOIRS OF
THE LATE LORD MULGRAVE.

A knight he was, whose early youth had shown
His love to arms, and passion for renown.
Courteous and affable; of honour nice;
A friend to truth, a foe to ev'ry vice.
In many brave engagements he had been,
Known foreign courts, and men and manners seen.

POPE.

LORD Bacon regrets that the lives of eminent men are not more frequently written, that posterity might profit by the example of their virtues. It is a natural and a laudable curiosity to desire to know the steps by which a man acquired renown; to be acquainted with his progress through life, from the period when his character was unformed, till he has firmly established his reputation, and by his actions merited and secured the love of his country. The biography of a man, who has served his country in war, with fidelity and courage; in peace, who has laboured in the senate to promote her domestic welfare, and on the ocean to extend her commerce, contains a series of useful instructions, and carries the services of a man's life far beyond the common period of mortality. It is also a tribute of respect due to departed excellence, that the character of a man who has done honour to his country, should be preserved, his actions recorded, and his conduct held out to imitation.

Constantine John Phipps, second Lord Mulgrave, was the eldest son of Constantine Phipps, Esq. by Lady Lepel, daughter of John Lord Hervey, whose daughters were allowed, by royal permission, equal rank with those of an Earl. Mr. Phipps was created an Irish peer in the reign of George the Second, by the style and title of Constantine Lord Mulgrave, of New Ross, in the kingdom of Ireland, which title, in 1775, descended to the subject of our present memoir. He was born May the 30th 1744, and having

early in life manifested a predilection for the sea service, he was sent, as a Midshipman, on board the *Dragon*, of 74 guns, then commanded by his maternal uncle, the Hon. Augustus John Hervey, afterwards Earl of Bristol. As a seaman, Captain Hervey's merits were of the highest order; he was endowed with the most brilliant courage, and from long and active service had acquired the most consummate professional skill. A more proper person to form the mind of a young naval Officer, could not have been selected. The *Dragon* sailed in the autumn of 1761, for the West Indies, and materially assisted in the reduction of the island of Martinico. Captain Hervey was ordered with his ship, after the capture of St. Lucia, which succeeded that of Martinico, to join the squadron under Sir George Pocock, destined to attack the Havannah. The Admiral's opinion of Captain Hervey's abilities and courage, induced him to order the *Dragon* to lead to the attack of the Moro castle, which service he performed with his wonted intrepidity and resolution, having had fifty-three men killed and wounded, and among the latter was his nephew Mr. Phipps. On the surrender of the Havannah, the *Dragon* was dispatched to England with intelligence of that event; and on the 17th of May 1762, Mr. Phipps was promoted to the rank of Lieutenant. The following year he was made a Commander, but without, we believe, being actively employed; and on the 20th of June 1765, he was raised to the rank of Post Captain, and appointed to the command of the *Terpsichore* frigate. In 1767, he was removed to the *Boreas*, of 28 guns, then employed as a cruising frigate, but as this was a period of general peace, he had no opportunity of distinguishing himself, and soon resigned his command.

At this time Captain Phipps was considered as one of the best thorough-bred seamen in the Navy; his abilities, naturally excellent, had been sedulously cultivated; and he joined, to a complete knowledge of the practical parts of his profession, an intimate acquaintance with the higher branches of astronomy and mathematics. Nor were his

general attainments of a vulgar order. When he came into Parliament, as representative for the city of Lincoln, after a severe contest with Mr. Vyner, he brought with him a mind richly stored with various knowledge, and soon distinguished himself as a public speaker. Though a great part of his life had been spent on the sea, in active employments, which do not afford much leisure for the cultivation of knowledge unconnected with nautical pursuits, the fund of general information which he possessed, was equalled by that of few who had enjoyed the best opportunities of improving their minds. On subjects where a very slight degree of information might have been expected and pardoned in a naval Officer, he exhibited a depth of judgment, an acuteness of penetration, and strength of reasoning, rarely surpassed by persons who have made it the study of their lives to excel in one particular branch of knowledge. In the debates which originated from the famous trial of the King against Almon, the printer, and the doctrines then held by Lord Mansfield, concerning the law respecting libels, he displayed the greatest abilities in the House of Commons, and a knowledge of our practical jurisprudence, seldom acquired by any who are not of the profession of the long robe. But he chiefly distinguished himself when any matters respecting commerce or the Navy were before the House, and on these subjects few members were possessed of more extensive information. Naturally addicted to study and close investigation, and assisted by a retentive memory, he permitted no subject to escape him, until he had made himself a complete master of it. His mind was a fund of constitutional knowledge, and his opinions, especially on professional matters, were always heard with deference and attention by both sides of the House. It ought here to be mentioned, that by his exertions, and those of his noble relative the Earl of Bristol, the pay of Lieutenants in the Navy was augmented one shilling per day; and some important regulations in the coal trade, which

Captain Phipps justly considered as the best nursery of British seamen, were adopted at his suggestion.

The idea of a passage to the East Indies, by the North Pole, had at an early period of navigation, excited the attention of different adventurers, and several voyages were undertaken, from the year 1527 to 1614, for this purpose, but without success. From that time, however, the idea seems to have been relinquished, and no further attempts were made to ascertain the practicability of approaching the North Pole. This great point of geography, so interesting to science, and important in its consequences to a maritime and commercial state, in the early part of the year 1773, at length excited the attention of the Royal Society, and application was made, by that learned body, to the Earl of Sandwich, to lay before his Majesty a proposal for an expedition to try how far navigation was practicable towards the North Pole. The noble ardour which his Majesty had before shown for the improvement of geography, in the voyages of discovery he had ordered, left little doubt of the success of the application, and accordingly the King was pleased to direct that the expedition should be immediately undertaken, with every encouragement that could promote the enterprize, and contribute to its success.

As soon as Captain Phipps heard of the design, disdaining a life of inactivity and anxious to acquire honour, he offered his services, and being an Officer every way qualified to conduct so difficult and dangerous an undertaking, he was appointed to the command of the expedition. The nature of the voyage requiring particular care in the choice and equipment of the ships, the *Racehorse* and *Carcass* bombs were fixed upon as the strongest, and therefore best calculated for the purpose. The certainty that the expedition could not be prosecuted without meeting with much ice, and the tempestuous seas they were in all probability destined to encounter, made some additional strengthening necessary; they were, therefore, immediately taken into

dock, and fitted in the most complete manner for the service. That nothing might be wanting to the success of the expedition, the ships were stored with every possible attention to the rigour of the climate they were intended to explore. An additional quantity of spirits was provided for each ship, to be issued at the discretion of the Commanders, when extraordinary fatigue, or the inclemency of the weather, should render it necessary, and a quantity of wine was allotted for the use of the sick. Additional clothing also was put on board to be distributed among the seamen, when they should arrive in the high latitudes, and as it was foreseen that one or both of the ships might be lost in the prosecution of so hazardous a voyage, the boats of each ship were calculated, in number and size, to be fit (should such a misfortune occur), to save the crews. In short, as Captain Phipps very properly acknowledges in his narrative, every thing which could tend to promote the success of the undertaking, or contribute to the security, health, and convenience of the ships' companies, was readily and plentifully furnished by the Board of Admiralty.

As the voyage was likely to afford many opportunities of making experiments and observations in matters relative to navigation, Captain Phipps provided himself with all the best instruments hitherto in use, and many others which had been imperfectly, or never, tried. His astronomical apparatus was perhaps the most complete that a navigator ever carried to sea; and could not have been in more judicious hands, as the accurate and curious observations he made during the course of the voyage, and afterwards published, fully evince.

The account which we shall now proceed to give of his voyage towards the North Pole, is extracted from Captain Phipps's journal, which was published soon after his return, with a dedication (by permission), to his Majesty. As an author Captain Phipps appears in a favourable point of view; his narrative is simple and concise, the best adapted to his subject, and a scrupulous attention to accuracy, a

thing much to be desired in all relations of voyages, is a very prominent and commendable feature of his work. The dedication is a peculiarly elegant and glowing panegyric on his Majesty's well known attention to and encouragement of the British Navy.

On the 19th of April 1773, Captain Phipps received his commission to command the *Racehorse*, and at his recommendation Captain Lutwidge was appointed to the *Carcass*. The instructions for the voyage were, to proceed up to the North Pole, or as far towards it as possible, and as nearly upon a meridian as the ice or other obstructions might admit; and during the course of the voyage to make such observations of every kind as might be useful to navigation, and tend to the promotion of natural knowledge. In case of arriving at the Pole, and even finding free navigation on the opposite meridian, the ships were directed not to proceed any farther, but at all events to return to the *Nore*, before the winter should set in.

Contrary winds and other circumstances prevented the sailing of the *Racehorse* and *Carcass* till the 2d of June; and in this interval Captain Phipps was visited by the Earl of Sandwich, who had warmly interested himself in the success of the voyage, and paid every attention to the equipment of the vessels. On the 28th of June, our navigators made the land of Spitsbergen. Here they found the weather temperate, and the sea clear of ice. Sailing along the coast of Spitsbergen, on the 5th of July, they discovered the ice laying from N. W. to E. and no opening. After various attempts to discover an opening to the northward, Captain Phipps began to conceive that the ice was one compact impenetrable body, having run along it from E. to W. above ten degrees. He then changed his course to the eastward, in order to ascertain whether the body of ice joined to Spitsbergen, and in case of meeting with an opening, however small, he was determined to push through it. Cold weather and the fatigue of extraordinary work now made the additional clothing and spirits necessary to the

men ; and notwithstanding the utmost care, several of them were confined with colds, which affected them with pains in their bones ; but from the judicious attendance given them, few continued on the sick list above two days at a time. On the 13th of July, after various attempts to penetrate northward, the ships worked into a roadstead called by the Dutch, Vogel Sang, and anchored in eleven fathoms water, soft clay. Here they completed their water, with great ease, from the streams which fall from the rocks, and are produced by the melting of the snow. The foggy weather, for the most part, prevented them from using their astronomical instruments. On the 17th, however, the weather being clear, Captain Phipps ascended one of the hills, from which he could see several leagues to the N. E. and the ice appeared uniform and compact, as far as his view extended. By observations they were now in latitude 79. 50. N. ; longitude 10. 2. 30. E. ; variation 20. 38. W. dip. 82. 7. The tide rose about four feet, and flowed at half an hour after one, full and change.

On the 18th, the ships weighed anchor, with the wind westerly, and stood to the northward ; but after having run about eight leagues, they were prevented by the ice from getting farther. On the 19th they found themselves in the place, where they had twice been stopped without any passage to east or west.

These discouraging circumstances did not, however, depress the mind of Captain Phipps. He continued, with uncommon resolution, beating about the ice, in hopes of finding some opening, by which he could penetrate to the north. The coast of Spitsbergen and the adjacent islands were accurately explored, as well as the impenetrable field of ice which checked his progress.

His ardour to execute the service on which he was engaged, had at length nearly proved fatal to the ships under his command. On the 31st of July, at noon, the ice was so close, that being unable to proceed, the vessels were obliged to be moored to a field. The ice measured eight yards ten

inches thick at one end, and seven yards eleven inches at the other. During the greater part of the day it was calm, and the weather very fine; but the ice closed fast, and was all round the ships; no opening to be seen any where, except a hole of about a mile and a half, where the ships were moored to the ice with ice-anchors. The pilots being now much farther than they had ever been before, and the season advancing, were considerably alarmed at being surrounded by ice.

On the following day their latitude, by the double altitude, was 80. 37. The ice continued to press in fast, and in some places it was forced higher than the main-yard, by the pieces squeezing together. There was not now the smallest opening, the two ships were within less than two lengths of each other, separated by ice, and neither having room to turn.

The ships' companies, on the 3d, endeavoured to cut a passage to the westward, by sawing through pieces of ice, some of which were twelve feet thick. This labour was continued the whole day, but with so little success, that at evening the ships had not moved above three hundred yards to the westward. Their situation now became exceedingly precarious and alarming; and our navigator might with strict justice have applied to himself and companions, Thomson's beautiful description of a ship entangled by the ice in the Polar sea:—

Miserable they!

Who, here entangled in the gathering ice,
Take their last look of the descending sun;
While full of death, and fierce with tenfold frost,
The long long night, incumbent o'er their heads,
Falls horrible. Such was the Briton's fate*,
As with first prow (what have not Britons dar'd!)
He for the passage sought, attempted since
So much in vain, and seeming to be shut
By jealous nature with eternal bars.

* Sir Hugh Willoughby, sent by Queen Elizabeth to discover the N. E. passage.

The chance of extricating themselves from the ice hourly diminished; and, as the season was already far advanced, some speedy resolution became necessary as to the steps to be taken for the preservation of the people. The hopes of getting the ships out were not hastily to be relinquished, or obstinately adhered to, till all other means of retreat were cut off. After weighing the dangers of delay, and the hardships and difficulties to which the ships' companies would be exposed, if they were obliged to winter in those inhospitable parts, where ships never even attempt to come, and the most frightful sterility reigns, Captain Phipps thought proper to send for the Officers of both ships, and informed them of his intention of preparing the boats for going away. The boats were accordingly hoisted out, and every precaution taken to render them fit for the service on which they were to be employed. At this time the weather was bad, most part of the day foggy, and rather cold.

On the morning of the 7th, Captain Phipps set out with the launch over the ice; she hauled much easier than was expected, and was moved to the distance of about two miles. When he returned with the people to dinner, he had the satisfaction of finding the ice more open near the ships, and the wind being easterly, though but little of it, the sails were set, and the ships got about a mile to the westward. All sail was set upon them, to force them through whenever the ice slackened the least. This gave them some encouragement, that they should be able to extricate the ships from their perilous situation: but as it would be a week's labour to get the boats to the water-side, and if the position of the ships did not alter by that time, it would be extremely hazardous to remain longer by them, Captain Phipps resolved to carry on both attempts together, moving the boats constantly, but without omitting any opportunity of forcing the ships through the ice.

Two pilots, with three men, who were sent early in the morning of the 8th, to examine the state of the ice to the westward, returned with a very unfavourable account: they reported the ice to be heavy and close, consisting chiefly of large fields. In the mean time the people continued to haul the boats, and the launch was moved above three miles. The ships had moved something through the ice; but as there was a thick fog, they could not judge precisely of the advantage they had gained; and therefore Captain Phipps did not think himself justified in giving up the idea of moving the boats.

Fortune now began to beam with a more favourable aspect on our hardy navigators; on the 9th, in the morning, the ships moved a little through some very small openings; in the afternoon they got past the launches, and a number of men were sent for them, and got them again on board. The next day the wind springing up to the N. N. E. in the morning, the ships crowded sail, and forced through the heavy ice with such violence, that the shank of the best bower anchor of the Racehorse was broke with one stroke. At noon they happily got through all the ice, and stood out to sea.

On the following day the Racehorse and her companion came to anchor in the harbour of Smeerenberg, to refresh the people after their fatigues. The latitude of this place was determined by Captain Phipps to be 79. 44. the longitude 9. 50. 45. E.; dip. 82. 83 $\frac{1}{2}$.; variation 18. 57. W. In this abode of desolation they found no insects, nor any kind of reptiles, not even the common earth worm; and Nature had scattered on this frozen soil, with a parsimonious hand, the blessings of vegetation. No rivers or springs were to be seen, and the water which they collected was produced by the melting of the snow on the mountains: They might have again applied to Thomson for a description of the place, and exclaimed in his words,

“ Here Winter holds his unrejoicing court;
And thro’ his airy hall the loud misrule

Of driving tempests is for ever heard :
Here the grim tyrant meditates his wrath ;
Here arms his winds with all subduing frost ;
Moulds his fierce hail, and treasures up his snows."

Having again explored the ice, without finding any opening, on the 22d of August Captain Phipps determined finally to quit the Greenland seas. To use his own words, " The season was so very far advanced, and fogs as well as gales of wind so very much to be expected, that nothing more could now have been done, had any thing been left untried. The summer appears to have been uncommonly favourable for our purpose, and afforded us the fullest opportunity of ascertaining repeatedly the situation of that wall of ice, extending for more than twenty degrees between the latitudes of eighty and eighty-one, without the smallest appearance of any opening."

On the 7th of September, the Racehorse and Carcass arrived off Shetland, and from that time until the 24th, when they made Orfordness, they experienced, with little intermission, a continuation of severe gales of wind, in one of which the Racehorse lost three of her boats, and was obliged to heave two of her guns overboard. These gales were constantly indicated, several hours before they came on, by the fall of the barometer and rise of the manometer, which proved to Captain Phipps the great utility of those instruments at sea.

Thus terminated a voyage honourable to those who proposed, and to those who executed, it. Though unsuccessful in its grand object, not the slightest degree of imputation rests on the noble seaman who commanded the expedition. Every thing was done by him which the most resolute perseverance, the hardest spirit of adventure, and the most perfect professional skill, could effect. Nor was the voyage without a high degree of utility. It has solved a question which, for upwards of two centuries, occupied the attention of the learned, and evaded the researches of the curious.

It determined the impracticability of approaching the North Pole, and consigned to oblivion the chimera of a north-east passage. Though he failed, the name of Captain Phipps, as a navigator, will be handed to posterity with those of the most celebrated seamen our country has produced.

Sat est magnis voluisse.

Towards the end of the year 1774, Captain Phipps stood a candidate to represent the town of Newcastle upon Tyne in Parliament. He was solicited to engage in this contest by a numerous body of the ship owners of that place, who very properly wished to be represented in Parliament by a person well acquainted with maritime affairs, and accordingly fixed their eyes on Captain Phipps, as a gentleman every way qualified to attend to their interests in the House of Commons. The family interest, however, of the other candidates, and the desertion of many who had promised Captain Phipps their support, occasioned him to fail in this contest; and he continued out of Parliament till the year 1777, when he was chosen for the town of Huntingdon, through the influence of his friend the Earl of Sandwich. Captain Phipps had succeeded before this time to the title of Lord Mulgrave, in consequence of the death of his father, which happened on the 13th of September 1775.

On the 4th of December 1777, Lord Mulgrave was appointed one of the Commissioners for executing the office of Lord High Admiral, which honourable appointment he continued to hold, through four successive commissions, till the great political changes which happened in the early part of the year 1782, obliged him to quit it. Lord Mulgrave distinguished himself as an active supporter of the marine administration of the Earl of Sandwich, and took a considerable part in all important debates which were agitated in the House.

Soon after the commencement of hostilities with the American colonies, his Lordship was appointed to the command of the *Ardent*, of 60 guns, which ship formed part of

a squadron employed in the Bay of Biscay, to intercept the trade of the colonies, and cut off any succours that might be sent them from France. As the duties of his station, as one of the Lords of the Admiralty, together with his attendance in Parliament, frequently rendered his absence from his ship necessary, an acting Captain was sometimes appointed to the *Ardent*, and afterwards to the other ships which he commanded.

When the ill-judged support given by France to the revolted colonies, made a war with that power inevitable, Lord Mulgrave was promoted to the *Courageux*, of 74 guns, a ship belonging to the Channel Fleet. In the engagement of the 27th of July 1778, between Admiral Keppel and the Count D'Orvilliers, Lord Mulgrave bore an honourable share. Being to leeward of the celebrated *Ville de Paris*, by a masterly manœuvre, he got the weather-gage, going close by the wind over her hawse, so near that the Officer on the fore-castle called out, they should be on board the French Admiral. "No matter," said the gallant Mulgrave, coolly, "the oak of old England is as well able to bear a blow as that of France." The *Courageux* barely cleared the jib-boom of the *Ville de Paris*, and at that critical time poured a whole broadside into her formidable adversary, while she was not able to get a single gun to bear on the British 74. She suffered, however, severely during the course of the engagement, having nineteen men killed or wounded, and being considerably damaged in her hull and rigging.

The following anecdote relative to this engagement, as it is illustrative of the character of this excellent nobleman, and would do honour to any character, cannot fail of being acceptable to our readers. We are indebted for it, and other valuable information, to a gentleman who was long honoured with the friendship of Lord Mulgrave. On board the *Courageux* was a man who worked for the Captain and Officers as a taylor, and as he was a remarkable steady sober man, he was a favourite with his Captain, and received

many marks of his regard. This man, during the cruise, fell into a melancholy state of despondency, being firmly persuaded that he should lose his life whenever the fleets engaged. His Commander, observing the dejection of his spirits, endeavoured by argument and ridicule, but in vain, to drive the idea from his mind. Shortly after they fell in with the French fleet, when this man was ordered to assist the surgeons in the cockpit, as a place of the greatest security. After the engagement commenced, the poor fellow, impelled by irresistible curiosity to see what was going forwards, came up the main-hatchway, and was instantly mortally wounded with a chain-shot. Lord Mulgrave went to him, who was then exclaiming, "what would become of his wife and fatherless children!" his Lordship took him by the hand, and told him, that he would take care of his wife, and be a father to his children. The poor man, grasping the hand of his noble Captain, immediately expired. Lord Mulgrave was as good as his word. The widow was provided with an eligible situation in a Nobleman's family; and the children sent to school, where they were supported and educated at his Lordship's expence.

On the trial of Admiral Keppel *, Lord Mulgrave was examined as one of the witnesses, and a long and disagreeable dispute, carried on with a considerable degree of heat on both sides, took place between his Lordship and Admiral Montague, one of the members of the Court-Martial. As this altercation arose in a great measure from the complexion of the politics of the time, we shall content ourselves with briefly stating, that it terminated without any unpleasant consequences, and was disgraceful to neither party.

The operations of the Channel Fleet, in which Lord Mulgrave was employed, during the years 1779 and 1780, under the successive commands of Sir Charles Hardy, Admiral Geary, and Admiral Darby, were unproductive of any striking events, owing partly to the cautious temper of the British Admirals, and partly to the reserve of the enemy.

* See page 389, Vol. VII.

Towards the conclusion of the year 1780, the *Courageux*, in company with the *Valiant*, a ship of the same force, was ordered out on a winter cruise in the chops of the Channel. On the 4th of January 1781, they fell in with two French frigates, one of which was chased by the *Valiant*, while his Lordship pursued the other, which proved to be the *Minerva*, of 32 guns, and 316 men, taken from the English in the West Indies, at the commencement of the war. A French frigate engaging a British 74, seems an instance of rashness as inexcusable, as examples of the kind are rare. The laws of war, according to the usage of nations, appear to be, that where there is no possibility of a successful defence, and all means of escape have been tried, the inferior force may strike its flag, without any impeachment of the Commander's honour; and where a defence is attempted, without a reasonable prospect of success, the vanquished are justly liable to all the severities of war. The principles on which these tacit, yet admitted, regulations between hostile States are founded, proceed from a lively regard to the interests of humanity, blended with a nice and delicate attention to national or individual honour, softening the rugged features of war, and preventing wanton aggression, or unmanly triumph.

Strictly consonant to these principles was the gallant defence of the French frigate. The sea ran prodigiously high when the *Courageux* came up with the *Minerva*, and this circumstance lessening the disparity of their forces, induced the Chevalier de Grimouard to defend, with the most resolute courage, the ship committed to his charge. The engagement continued above an hour within musket-shot, and the frigate did not surrender until she was a perfect wreck, and had done considerable damage to her formidable adversary, the *Courageux* having ten men killed and seven wounded. The following is an extract of a letter from Lord Mulgrave to Mr. Stephens, dated Spithead, January the 8th, 1781.

I arrived here this morning with *La Minerve*, a French frigate of thirty-two guns, and 316 men, taken by the *Courageux*, in company with the *Valiant*, on the 4th of this month, about three in the afternoon, Ushant bearing east, distant fourteen leagues. She had sailed from Brest on the 3d, with *La Pine*, *L'Aigrette*, and *La Diligente*, to cruise for a fortnight off Scilly. The Chevalier de Grimouard, who commanded her, did not strike till she had been for about an hour under the fire of our broadside, within musket-shot. From the ships being so near each other, the few shots fired by the frigate in the course of that time necessarily took place, by which the *Courageux* had ten men killed, and seven wounded. The fore-mast, mizen-mast, and bowsprit, are damaged. On board *La Minerve*, Mons. Andrieu, one of the Lieutenants, and forty-nine men were killed, and twenty-three wounded, amongst whom it is with great concern that I mention the Chevalier Grimouard, and his nephew, Mons. Nossay, both I fear very dangerously. All her masts were rendered unserviceable, and the hull much damaged. The *Valiant* parted from us in chase of one of the other frigates. The disabled state of the prize made it absolutely necessary to tow her into port.

In this engagement Lord Mulgrave had a very narrow escape. His valet stood at his left hand, and was in some conversation with his master, when a cannon-ball came and struck him dead at the noble Lord's feet. Lord Mulgrave had an attachment to the man from long service, and was considerably affected at his premature death.

The frigate proved an important capture, as she had on board all the signals for the French squadron, in the West Indies; and Lord Mulgrave thought so highly of the gallantry of her Captain, who fortunately recovered from his wounds, that he wrote a letter to the French Minister of the Marine, praising the conduct of the Chevalier de Grimouard during the action, and recommending him to further promotion, which was attended with the desired effect. So noble-minded an instance of generosity towards an enemy, reflects great honour on the character of Lord Mulgrave, and bespeaks him a man gifted with the finest qualities of the heart.

Soon after the return of Lord Mulgrave to port, the *Courageux*, with the *Canada*, and some vessels of an inferior

force, proceeded on an expedition against the Dutch port of Flushing; but the enemy having information of their design, had made formidable preparations of defence; and the force under the command of Lord Mulgrave being inadequate to the attack of the place, the design was given up, and the squadron returned to Spithead.

In the spring of 1781, Lord Mulgrave sailed with the fleet under the command of Vice-Admiral Darby to the relief of Gibraltar; but he is not mentioned on this, or any other occasion, during the remainder of the war, as having particularly distinguished himself, nor indeed had he any opportunity. In 1782, he accompanied Lord Howe with the Grand Fleet to Gibraltar, and in the partial encounter which took place off the Straits, on the 26th of October, with the combined forces of France and Spain, the *Courageux* had the honour to lead the division of the Commander in Chief. On this occasion, he had one Midshipman killed, his relative the Hon. Augustus Hervey, and four seamen wounded. Peace succeeding quickly to these events, the *Courageux* was paid off; and his Lordship's services were no longer necessary.

Ceasing to be actively employed in the defence of his country, Lord Mulgrave had now leisure to dedicate his application to civil pursuits. He continued to represent the town of Huntingdon in Parliament from the time he was first chosen, until the general election in 1784, when he was returned member, on the popular interest, for the borough of Newark upon Trent. In the month of April 1784, he was nominated Joint Paymaster General of the Forces, and on the 18th of the following month was appointed one of the Commissioners for the Affairs of India. About the same time he was sworn a member of his Majesty's Most Honourable Privy Council, and appointed one of the Lords of Trade and Plantations. These important and honourable situations his Lordship continued to hold till the year 1791, when ill-health induced him to resign.

Beside his public employments, which necessarily occupied a considerable portion of his time, Lord Mulgrave was an active member of the Royal and Antiquarian Societies, and principally instrumental in the establishment of the Society for the Improvement of Naval Architecture, under the patronage of his Royal Highness the Duke of Clarence. He attended almost constantly at the meetings of the Royal and Antiquarian Societies, and had the honour repeatedly to be chosen of the council of both these learned and illustrious bodies. He laboured constantly to improve the Naval Architecture of his country, borrowing lights from the scientific experiments of a rival nation, and at his death left behind him a library the most perfect in England, as to all works connected with nautical affairs, together with a large collection of unpublished charts and notes of soundings. The *Leviathan*, of 74 guns, one of the finest ships of her rate in the Navy, was planned by his Lordship; her bottom was taken from that of the *Courageux*, the old French 74, which he long commanded, with considerable improvements in her gun decks.

On the 16th of June 1790, Lord Mulgrave was raised to the dignity of a peer of Great Britain, by the style and title of Baron Mulgrave, of Mulgrave Castle, in Yorkshire; but he did not long continue to enjoy this accumulation of honours, dying on the 10th of October 1792, at Liege, in Germany, from which place his body was brought to the family vault for interment. His Lordship married in 1787, Anne Elizabeth, youngest daughter of Nathaniel Cholmley, of Howsham and Whitby Abbey, in the county of York, Esq. by whom, who died in childhood May 1788, he had one daughter, now living. His Lordship's Irish peerage, and the bulk of his estates, descended to his brother Henry, a Lieutenant-General in the army, who distinguished himself greatly at the siege of Toulon, and in whose person the English peerage was revived in 1794.

We shall now conclude our account of this excellent and lamented nobleman, with a general summary of his charac-

ter. At sea he joined humanity to the strictest discipline. The meritorious Officer found in him a liberal patron ; the sober and active sailor a warm friend. Nor did he forsake them on shore : his grave was bedewed with the tears of the veteran tar, and the seaman's widow. Ardently attached to science, and a steady friend to merit, his regard was shown more to the arts which contribute to utility, than to those which tend only to embellishment. He was cautious and tardy in his professions, but his promise, once made, was inviolable.

In his private life, those who saw him at a distance thought him rough and sullen ; but on a nearer approach, through the hardy features of the British tar, shone forth the benignity and urbanity of the accomplished gentleman. His tender regret for the premature death of his most amiable lady, it is to be feared, greatly contributed to shorten a most valuable life. In fraternal affection he was almost beyond example, and it was returned with veneration and love. His table was most hospitable and convivial ; there, among his select friends, he was confessedly superior. His wit, especially in repartee, was brilliant and keen, but never gave pain, and what must ever be mentioned to his honour, he scorned to borrow it from the polluted sources of indecency or infidelity. As a landlord his character was singularly benevolent and humane, and he was adored by his tenants, into whose houses he would frequently go, asking them about their affairs with the most engaging condescension.

The following elegant and spirited picture, drawn by Lord Mulgrave, of the character of his relation the Earl of Bristol, is so descriptive of himself, that we should be highly censurable were we to omit inserting it here.

His constant employment in active service from his first going to sea, till the close of the American war, had furnished ample matter for experience, from which his penetrating genius, and just observation, had deduced that extensive and systematic knowledge of minute circumstances and important principles, which is necessary to form an expert seaman and a shining Officer : with the most consummate professional skill, he possessed the most perfect courage that ever fortified a heart, or brightened a character ; he loved enterprise, he

was cool in danger, collected in distress, decided in difficulties, ready and judicious in his expedients, and persevering in his determinations ; his orders in the most critical situations, and for the most various objects, were delivered with firmness and precision which spoke a confidence in their propriety, and facility in their execution, that insured a prompt and successful obedience in those to whom they were addressed.

Such was his character as an Officer, which made him deservedly conspicuous in a profession, as honourable to the individual, as important to the public : nor was he without those qualifications and abilities, which could give full weight to the situation in which his rank and connexions had placed him in civil life ; his early entrance into his profession had in some measure deprived him of the advantages of a classical education ; this defect was, however, more than balanced by the less ornamental, but more solid instruction of the school he studied in : as a member of Parliament, he was an eloquent, though not a correct speaker : those who differed from him in politics, confessed the extent of his knowledge, the variety of his information, and the force of his reasoning, at the same time that they admired the ingenuity with which he applied them to the support of his opinions.

He was not more eminent for those talents by which a country is served, than distinguished by those qualities which render a man useful, respected, esteemed, and beloved in society. In the general intercourse of the world, he was an accomplished gentleman and agreeable companion ; his manners were noble as his birth, and engaging as his disposition ; he was humane, benevolent, compassionate, and generous ; his humanity was conspicuous in his profession ; when exercised towards the seamen, the sensibility and attention of a Commander they adored, was the most flattering relief that could be afforded to the sufferings or distresses of those who served with him ; when exerted towards her enemies, it did honour to his country, by exemplifying in the most striking manner that generosity which is the peculiar characteristic, and most distinguished virtue, of a brave, free, and enlightened people. In other situations his liberality was extensive without ostentation, and generally bestowed where it would be most felt and least seen, upon modest merit and silent distress.

We cannot conclude this memoir without returning our best acknowledgments to Francis Gibson, Esq. F. A. S. for the obliging readiness with which he furnished us with an original picture of the late Lord Mulgrave, and some interesting particulars respecting his life. The following lines were selected from Shakespeare, at Mulgrave Castle, by that

gentleman on the evening of the interment of his noble friend.

The gaudy babbling and remorseful day
Is crept into the bosom of the sea,
And the hoarse muttering winds arouse the jades,
That drag the tragic melancholy night,
Who, with their drowsy, slow, and flagging wings,
Clip dead mens' graves, and from their misty jaws,
Breathe foul contagious darkness in the air.

—— Was that the solemn slow and midnight bell,
That did with iron tongue and brazen mouth,
Sound One unto the drowsy race of night?—
Now all is still;—the Baron's in his grave,
After life's fitful fever, he sleeps well;
But yet while sabled memory holds her seat
In this distracted globe, will I remember him.

Sprung from a royal stock,
And fashioned much to honour from his cradle,
He was a soldier, and a ripe and good one;
Exceeding wise, fair spoken, and persuading;
Lofty and sour to those that lov'd him not,
But to those men that sought him sweet as summer;
He had a tear for pity, and a hand
Open as day for melting charity:
He ever proved a shelter to his friends,
A hoop of gold to bind his brothers in.
Heard ye him talk of commonwealths,
You'd say it had been all in all his study;
List his discourse of war, and you would hear
A fearful battle rendered you in music.
Turn'd he to any cause in policy,
The gordian knot of it he would unloose
Familiar as his garter. He's regarded
As the most noble corse that ever herald
Did follow to his urn.

And to add greater honours to his age,
Than man could give him, he dy'd fearing God.
Now to his ashes honour, peace be with him,
And choirs of angels sing him to his rest,
He was a man, take him for all in all,
We ne'er shall look upon his like again.

REFLECTION.

O! what we have, we prize not to its worth,
While we enjoy it, but being lack'd and lost,
Why then we rate its value.

The remains of Lord Mulgrave are interred in Lyth church, in the family vault; his monument is simply elegant. On a square pedestal, is placed a sarcophagus of Virgin marble, surmounted with a Baronial coronet. Below, in bas relief, are placed crosswise, the anchor and British flag, as emblems of his late profession. The inscription, composed by the present Lord Mulgrave, is as follows:—

(Executed by Messrs. Fisher, of York).

In memory of

Constantine John, Baron Mulgrave,

Who was born on the 9th of May 1744,

And died the 10th of October 1792;

Having passed the period of an active life

In the practice of every public and domestic virtue.

In the service of his country,

He was

A skilful, gallant, and enterprising Sea Officer,

A learned, upright, and constitutional Statesman.

In society,

An active, and indefatigable patron,

A sincere and unalterable friend.

In his family,

A zealous, kind, and liberal brother,

A dutiful and affectionate son,

An indulgent, considerate, and tender husband;

He bore a tedious wasting illness, with the patient firmness
of

A Philosopher,

He saw the approach of death, with the cheerful resignation
of

A Christian!

Having employed the concluding hours of such a life

In the active exertion of his mental faculties,

In the placid exercise of his human affections,

He died

With the humble but confident hope
of

Eternal happiness,

Through the merits, and mercy,

Of his Saviour.

ILLUSTRATIONS OF NAVAL HISTORY.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS the following letters form a valuable addition to your memoirs of the late Admiral Sir Charles Saunders *, I doubt not but you will deem them worthy of a place in your valuable publication. Gazette letters relative to important events ought to be preserved, as the safest documents from which an historian can gather facts. The first letter is particularly curious, as it sets forth in a succinct and precise manner the difficulties which retarded the conquest of Quebec, and the very serious apprehensions the Admiral entertained of being obliged to abandon the expedition.

I am, &c.

Southampton, August 9, 1802.

AN OLD OFFICER.

*Stirling Castle, off Point Levi, in the River
St. Laurence, Sept. 5th, 1759.*

SIR,

IN my letter of the 6th of June, I acquainted you I was off Scatari, standing for the river St. Laurence. On the 26th I had got up, with the first division of the fleet and transports, as far as the middle of the Isle of Orleans, where I immediately prepared to land the troops, which I did the next morning. The same day the second and third divisions came up, and the troops from them were landed likewise.

I got thus far without any loss or accident whatever; but directly after landing the troops, a very hard gale of wind came on, by which many anchors and small boats were lost, and much damage received among the transports by their driving on board each other. The ships that lost most anchors I supplied from the men of war, as far as I was able, and, in every other respect, gave them the best assistance in my power.

On the 28th, at midnight, the enemy sent down from Quebec seven fireships, and though our ships and transports were so numerous, and necessarily spread over so great a part of the channel, we towed them all clear and aground, without receiving the least damage from them. The next night General Monckton crossed the river, and landed with his brigade on the south shore, and took post at Point Levi; and General Wolfe took his on the westernmost point of the Isle of Orleans.

* See page 1, &c.

On the 1st of July I moved up between the points of Orleans and Levi; and, it being resolved to land on the north shore, below the falls of Montmorenci, I placed, on the 8th instant, his Majesty's sloop Porcupine, and the Boscawen armed vessel, in the channel between Orleans and the north shore, to cover that landing, which took place that night.

On the 17th, I ordered Captain Rous of the Sutherland, to proceed, with the first fair wind and night tide, above the town of Quebec, and to take with him his Majesty's ships Diana and Squirrel, with two armed sloops, and two cutts armed and loaded with provisions. On the 18th, at night, they all got up, except the Diana, and gave General Wolfe an opportunity of reconnoitring above the town; those ships having carried some troops with them for that purpose. The Diana ran ashore upon the rocks off Point Levi, and received so much damage, that I have sent her to Boston, with twenty-seven sail of American transports (those which received most damage in the gale of the 27th of June), where they are to be discharged; and the Diana, having repaired her damages, is to proceed to England, taking with her the mast-ships, and what trade may be ready to accompany her.

On the 28th, at midnight, the enemy sent down a raft of fire stages, of near 100 radeaux, which succeeded no better than the fireships.

On the 31st, General Wolfe determined to land a number of troops above the falls of Montmorenci, in order to attack the enemy's lines; to cover which, I placed the Centurion in the Channel, between the Isle of Orleans and the falls, and ran on shore, at high water, two cutts which I had armed for that purpose, against two small batteries and two redoubts, where our troops were to land. About six in the evening they landed, but the General not thinking it proper to persevere in the attack, soon after part of them re-embarked, and the rest crossed the falls with General Wolfe; upon which, to prevent the two cutts from falling into the enemy's hands, they being then dry on shore, I gave orders to take the men out, and set them on fire, which was accordingly done.

On the 5th of August, in the night, I sent twenty flat-bottomed boats up the river to the Sutherland, to embark 1260 of the troops, with Brigadier-General Murray, from a post we had taken on the south shore. I sent Admiral Holmes up to the Sutherland, to act in concert with him, and give him all the assistance the ships and boats could afford. At the same time I directed Admiral Holmes to use his best endeavours to get at and destroy the enemy's ships above the town; and to that purpose I ordered the Leostoffe, and Hunter sloop,

with two armed sloops, and two catts, with provisions, to pass Quebec, and join the Sutherland; but the wind holding westerly, it was the 27th of August before they got up, which was the fourth attempt they had made to gain their passage.

On the 25th, at night, Admiral Holmes and General Murray, with part of the troops, returned; they had met with and destroyed a magazine of the enemy's clothing, some gun-powder, and other things: and Admiral Holmes had been ten or twelve leagues above the town, but found it impracticable at that time to get further up.

General Wolfe having resolved to quit the camp at Montmorenci, and go above the town, in hopes of getting between the enemy and their provisions (supposed to be in the ships there), and by that means force them into an action, I sent up, the 29th at night, the Seahorse, and two armed sloops, and two catts laden with provisions, to join the rest above Quebec; and having taken off all the artillery from the camp of Montmorenci, on the 3d instant, in the forenoon, the troops embarked from thence, and landed at Point Levi. The 4th, at night, I sent all the flat-bottomed boats up, and this night a part of the troops will march up the south shore, above the town, to be embarked in the ships and vessels there, and to-morrow night the rest will follow. Admiral Holmes is also gone up again to assist in their future operations, and to try, if, with the assistance of the troops, it is practicable to get at the enemy's ships.

As General Wolfe writes by this opportunity, he will give you an account of his part of the operations, and his thoughts what further may be done for his Majesty's service. The enemy appear numerous, and seem to be strongly posted; but let the event be what it will, we shall remain here as long as the season of the year will permit, in order to prevent their detaching troops from hence against General Amherst; and I shall leave cruisers at the mouth of the river to cut off any supplies that may be sent them, with strict orders to keep that station as long as possible. The town of Quebec is not habitable, being almost entirely burnt and destroyed.

I inclose you the present disposition of the ships under my command: twenty of the victuallers that sailed from England with the Echo, are arrived here, one unloaded at Louisbourg, having received damage in her passage out, and another I have heard nothing of. No ships of the enemy have come this way, that I have had any intelligence of, since my arrival in the river, except one, laden with flour and brandy, which was taken by Captain Drake, of the Lizard.

Before Admiral Durell got into the river, three frigates and seven-teen sail, with provisions, stores, and a few recruits, got up, and are those we are so anxious, if possible, to destroy.

Yesterday I received a letter from General Amherst (to whom I have had no opportunity of writing since I have been in the river), dated Camp, at Crown Point, August the 7th, wherein he only desires I would send transports and a convoy to New York, to carry to England six hundred and seven prisoners, taken at the surrender of Niagara.

I should have wrote to you sooner from hence, but while my dispatches were preparing, General Wolfe was taken very ill; he has been better since, but is greatly out of order.

I shall very soon send home the great ships, and have the honour to be, with the greatest respect,

Sir, your most obedient,

And most humble servant,

CHARLES SAUNDERS.

From the above letter, which appeared in the Gazette, it seems that Sir Charles Saunders entertained very little hopes of being able to reduce Quebec, and had determined in a short time to abandon the expedition, and send home the large ships. The disappointment of the nation at this intelligence was very great; but soon after another express arrived from the Admiral, with an account that the British forces were in possession of the capital of Canada. This was published in a Gazette Extraordinary.

Copy of a Letter from Vice-Admiral Saunders to the Right Hon. Mr. Secretary Pitt, September 20, 1759.

SIR,

I HAVE the greatest pleasure in acquainting you, that the town and citadel of Quebec surrendered on the 18th instant, and I inclose you a copy of the Articles of Capitulation. The army took possession of the gates on the land side the same evening, and sent safeguards into the town to preserve order, and to prevent any thing being destroyed; and Captain Palliser, with a body of seamen, landed in the lower town, and did the same. The next day our army marched in, and near 1000 French Officers, soldiers, and seamen, were embarked on board some English catts, who shall soon proceed for France agreeable to the capitulation.

I had the honour to write to you the 5th instant, by the Rodney cutter; the troops mentioned in that letter embarked on board the ships and vessels above the town in the night of the 6th instant, and at four in the morning of 13th, began to land on the north shore,

about a mile and a half above the town. General Montcalm, with his whole army, left their camp at Beaufort, and marched to meet them. A little before ten both armies were formed, and the enemy began the attack. Our troops received their fire, and reserved their own, advancing till they were so near as to run in upon them, and push them with their bayonets; by which, in a little time, the French gave way, and fled to the town in the utmost disorder, and with great loss; for our troops pursued them quite to the walls, and killed many of them upon the glacis, and in the ditch, and if the town had been further off, the whole French army must have been destroyed. About 250 French prisoners were taken that day, among whom are ten Captains, and six subaltern Officers, all of whom will go in the great ships to England.

I am sorry to acquaint you that General Wolfe was killed in the action, and General Monckton shot through the body, but he is now supposed to be out of danger. General Montcalm, and the three next French Officers in command, were killed; but I must refer you to General Townshend, who writes by this opportunity, for the particulars of the action, the state of the garrison, and the measures he is taking for keeping possession of it. I am now beginning to send on shore the stores they will want, and provisions for 5000 men, of which I can furnish them with a sufficient quantity.

The night of their landing, Admiral Holmes, with the ships and troops, was above three leagues above the intended landing place. General Wolfe, with about half his troops, set off in boats, and dropped down with the tide, and were by that means less liable to be discovered by the French centinels posted along the coast. The ships followed them about three-quarters of an hour afterwards, and came to the landing place just in the time that had been concerted, to cover their landing. Considering the darkness of the night, and the rapidity of the current, this was a very critical operation, and very properly and successfully conducted. When General Wolfe and the troops with him had landed, the difficulty of gaining the top of the hill is scarce credible; it was very steep in its ascent, and high, and had no path where two could go abreast; but they were obliged to pull themselves up by the stumps and boughs of trees, that covered the declivity.

Immediately after our victory over their troops, I sent up all the boats in the fleet with artillery and ammunition; and on the 17th, went up with the men of war, in a disposition to attack the lower town, as soon as General Townshend should be ready to attack the upper; but in the evening they sent out to the camp, and offered terms of capitulation.

I have the further pleasure of acquainting you, that, during this tedious campaign, there has continued a perfect good understanding between the army and navy. I have received great assistance from Admirals Durell and Holmes, and from all the Captains; indeed every body has exerted themselves in the execution of their duty; even the transports have willingly assisted me with boats and people on the landing the troops, and many other services.

I have the honour to be, &c.

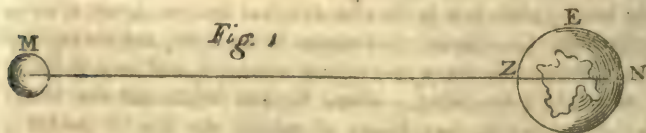
CHARLES SAUNDERS.

THEORY OF THE TIDES.

BY EDMUND HALLEY.

[Concluded from Page 71.]

NOW if we suppose the force of the moon's attraction to decrease as the squares of the distance from its centre increases (as in the earth and other celestial bodies), we shall find, that, where the moon is perpendicularly either above or below the horizon, either in zenith or nadir, there the force of gravity is most of all diminished, and consequently that there the ocean must necessarily swell by the coming in of the water from those parts where the pressure is greatest, namely, in those places where the moon is near the horizon; but that this may be the better understood, I thought it needful to add the following figure (1), where M is the moon, E the earth, C its centre, Z the place where the moon is in the zenith, and N where in the nadir.



Now by the hypothesis it is evident, that the water in Z being nearer, is more drawn by the moon than the centre of the earth C and that again more than the water in N; wherefore the water in Z has a tendency towards the moon, contrary to that of gravity, being equal to the excess of the gravitation in Z above that in C, and in the other case, the water in N tending less towards the moon than the centre C will be less pressed, by as much as is the difference of the gravitation towards the moon in C and N. This rightly understood, it plainly follows, that the sea, which otherwise would be spherical, upon the pressure of the moon, must form itself into a

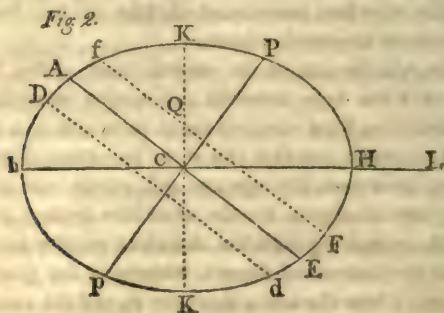
spheroidal or oval figure, whose longest diameter is where the moon is vertical, and shortest where she is in the horizon; and that the moon shifting her position as she turns round the earth once a-day, this oval of water shifts with her, occasioning thereby the two floods and ebbs observable in each twenty-five hours.

And this may suffice, as to the general cause of the tides; it remains now to show how naturally this motion accounts for all the particulars that have been observed about them; so that there can be no room left to doubt, but that this is the true cause thereof.

The spring tides upon the new and full moons, and neap tides on the quarters, are occasioned by the attractive force of the sun in the new and full, conspiring with the attraction of the moon, and producing a tide by their united forces; whereas in the quarters, the sun raises the water where the moon depresses it, and the contrary; so as the tides are made only by the difference of their attractions. That the force of the sun is no greater in this case, proceeds from the very small proportion the semidiameter of the earth bears to the vast distance of the sun.

It is also observed, that *ceteris paribus*, the equinoctial spring tides in March and September, or near them, are the highest, and the neap tides the lowest; which proceeds from the greater agitations of the waters, when the fluid spheroid revolves about a greater circle of the earth, than when it turns about in a lesser circle; it being plain that if the moon were constituted in the Pole, and there stood, that the spheroid would have a fixed position, and that it would be always high water under the poles, and low water every where under the equinoctial; and, therefore, the nearer the moon approaches the poles, the less is the agitation of the ocean, which is of all the greatest, when the moon is in the equinoctial, or farthest distant from the poles. Whence the sun and moon, being either conjoined or opposite in the equinoctial, produce the greatest spring tides; and the subsequent neap tides, being produced by the tropical moon in the quarters, are always the least tides; whereas in June and December, the spring tides are made by the tropical sun and moon, and therefore less vigorous; and the neap tides by the equinoctial moon, which, therefore, are the stronger; hence it happens, that the difference between the spring and neap tides in these months, is much less considerable than in March and September. And the reason why the very highest spring tides are found to be rather before the vernal and after the autumnal equinox, namely, in February and October, than precisely upon them, is, because the sun is nearer the earth in the winter months, and so comes to have a greater effect in producing the tides.

Hitherto we have considered such affections of the tides as are universal, without relation to particular cases ; what follows from the differing latitudes of places, will be easily understood by figure 2.



Let $A p$, $E p$, be the earth, covered over with very deep waters, C its center, $P p$ its poles, $A E$ the equinoctial, $F f$ the parallel of latitude of a place, $D d$ another parallel at equal distance on the other side of the equinoctial, $H h$ the two points where the moon is vertical, and let $K k$ be the great circle, wherein the moon appears horizontal. It is evident, that a spheroid described upon $H h$ and $K k$, shall nearly represent the figure of the sea, and $C f$, $C D$, $C F$, $C d$, shall be the heights of the sea in the places f , D , F , d , in all which it is high water. And seeing that in twelve hours time, by the diurnal rotation of the earth, the point F is transferred to f , and d to D ; the height of the sea $C F$ will be that of the high water when the moon is present, and $C f$ that of the other high water when the moon is under the earth, which in the case of this figure is less than the former $C F$. In the opposite parallel $D d$, the contrary happens. The rising of the water being always alternately greater and less in each place, when it is produced by the moon declining sensibly from the equinoctial; that being the greatest of the two high waters in each diurnal revolution of the moon, wherein she approaches nearest either to the zenith or nadir of the place; whence it is, that the moon in the northern signs, in this part of the world, makes the greatest tides when above the earth, and in the southern signs when under the earth; the effect being always the greatest where the moon is farthest from the horizon, either above or below it. And this alternate increase and decrease of the tides has been observed to hold true on the coast of England, at Bristol, by Captain Sturmy, and at Plymouth, by Mr. Colepresse.

But the motions hitherto mentioned are somewhat altered by the libration of the water, whereby, though the action of the luminaries

should cease, the flux and reflux of the sea would for some time continue. This conservation of the impressed motion diminishes the differences that otherwise would be between two consequent tides, and is the reason why the highest spring tides are not precisely on the new and full moons, nor the neaps on the quarters; but generally they are the third tides after them, and sometimes later.

All these things would regularly come to pass, if the whole earth were covered with sea very deep; but by reason of the shoalness of some places, and the narrowness of the straits, by which the tides are in many places propagated, there arises a great diversity in the effect, and not to be accounted for, without an exact knowledge of all the circumstances of the places, as the position of the land, and the breadth and depth of the channel by which the tide flows; for a very slow and imperceptible motion of the whole body of the water, where it is (for example), two miles deep, will suffice to raise its surface ten or twelve feet in a tide's time; whereas, if the same quantity of water were to be conveyed up a channel of forty fathoms deep, it would require a very large stream to effect it, in so large inlets as are the channel of England and the German ocean; whence the tide is found to set strongest in those places where the sea grows narrowest, the same quantity of water being to pass through a smaller passage. This is most evident in the straits, between Portland and Cape de la Hogue in Normandy, where the tide runs like a sluice; and would be yet more between Dover and Calais, if the tide coming about the island from the north did not check it. And this force being once impressed upon the water, continues to carry it above the level of the ordinary height of the ocean, particularly where the water meets a direct obstacle, as it is at St. Maloes; and where it enters into a long channel, which running far into the land, grows very strait at its extremity, as it is in the Severn at Chepstow and Bristol.

This shoalness of the sea, and the intercurrent continents, are the reason that in the open ocean, the time of high water is not at the moon's appulse to the meridian, but always some hours after it, as it is observed upon all the west coasts of Europe and Africa, from Ireland to the Cape of Good Hope; in all which a S. W. moon makes high water, and the same is reported to be on the west side of America. But it would be endless to account for all the particular solutions, which are easy corollaries of this, hypothesis, as why the lakes, such as the Caspian Sea, and the Mediterranean Seas, such as the Black Sea, the Straits, and the Baltic, have no sensible tides; for lakes having no communication with the ocean, can neither increase nor diminish their water, whereby to rise and fall; and seas that communicate by such narrow inlets, and are of so immense an extent,

cannot in a few hours time receive or empty water enough to raise or sink their surface any thing sensibly.

Lastly, to demonstrate the excellence of this doctrine, the example of the tides in the port of Tunkin, in China, which are so extraordinary, and differing from all others we have yet heard of, may suffice. In this port there is but one flood and ebb in twenty-four hours, and twice in each month, namely, when the moon is near the equinoctial there is no tide at all, but the water is stagnant; but with the moon's declination there begins a tide, which is greatest when she is in the tropical signs; only with this difference, that when the moon is to the northward of the equinoctial, it flows when she is above the earth, and ebbs when she is under, so as to make high water at moon's setting, and low water at moon's rising. But on the contrary, the moon being to the southward, makes high water at rising, and low water at setting, it ebbing all the time she is above the horizon, as may be seen more at large in the *Philosophical Transactions*, No. 162.

The cause of this odd appearance is proposed by Mr. Newton, to be from the concurrence of two tides; the one propagated in six hours out of the great South Sea, along the coast of China; the other out of the Indian Ocean, from between the islands in twelve hours, along the coast of Malacca and Cambodia. The one of these tides, being produced in north latitude, is, as has been said, greater, when the moon being to the north of the equator, is above the earth, and less when she is under the earth. The other of them, which is propagated from the Indian Sea, being raised in south latitude, is greater when the moon declining to the south, is above the earth, and less when she is under the earth. So that of these tides, alternately greater and lesser, there comes always successively two of the greater and two of the lesser together every day; and the high water falls always between the times of the arrival of the two greater floods; and the low water between the arrival of the two lesser floods. And the moon coming to the equinoctial, and the alternate floods becoming equal, the tide ceases, and the water stagnates. But when she has passed to the other side of the equator, those floods which in the former order were the least, now becoming the greatest, that which before was the time of high water, now becomes the low water, and the converse. So that the whole appearance of these strange tides is, without any forcing, naturally deduced from these principles, and is a great argument of the certainty of the whole theory.

DESCRIPTION OF PLATE XCVI.

THE island of Malta, which is situated in latitude 35. 53. N. longitude 14. 28. E. has long been celebrated in the annals of heroic warfare. It was ceded to the Knights of St. John of Jerusalem, in the year 1522, by the Emperor Charles V. in consequence of their being driven from the island of Rhodes, by Solyman the Magnificent. Strongly fortified by nature and art, and defended by a gallant body of soldiers, all the vast forces of the Turkish empire were repeatedly brought against it without success : and in a lapse of almost three centuries, it insensibly acquired the reputation of an impregnable fortress. The rich endowments which the Knights possessed in various states of Europe, furnished them with ample means for the protection or embellishment of the island ; and under successive Grand Masters, the city and harbour of Valette, of which we annex a correct view, was provided with whatever could contribute to its defence or magnificence. In the stateliness and grandeur of its palaces and churches, it was excelled by few cities in Europe ; but what principally attracted the notice of strangers was its stupendous fortifications, and the strength of its works. An author of great merit, Mr. Brydone, who visited Malta in 1770, speaks thus of the city of Valette :—

The city stands upon a peninsula, betwixt two of the finest ports in the world, which are defended by almost impregnable fortifications. That on the south east side of the city is the largest. It runs about two miles into the heart of the island, and is so very deep, and surrounded by such high grounds and fortifications, that they assured us the largest ships of war might ride here in the most stormy weather, almost without a cable.

This beautiful bason is divided into five distinct harbours, all equally safe, and each capable of containing an immense number of shipping. The mouth of the harbour is scarcely a quarter of a mile broad, and

is commanded on each side by batteries that would tear the strongest ship to pieces before she could enter. Besides this, it is fronted by a quadruple battery, one above the other, the largest of which is a *fleur d'eau* or on a level with the water. These are mounted with about eighty of their heaviest artillery, so that this harbour, I think, may really be considered as impregnable; and indeed the Turks have ever found it so, and I believe ever will.

The harbour on the north side of the city, although they only use it for fishing, and as a place of quarantine, would, in any other part of the world, be considered as inestimable. It is likewise defended by very strong works, and in the centre of the bason there is an island, on which they have built a castle and a lazeret.

The fortifications of Malta are indeed a most stupendous work. All the boasted catacombs of Rome and Naples are a trifle to the immense excavations that have been made in this little island. The ditches, of a vast size, are all cut out of the solid rock. These extend for a great many miles; and raise our astonishment to think that so small a state has ever been able to make them.

As the city of Valette is built upon a hill, none of the streets except the key are level. They are all paved with white freestone, which not only creates a great dust, but from its colour is likewise so offensive to the eyes, that most of the people here are remarkably weak sighted. The principal buildings are the palace of the Grand Master, the infirmary, the arsenal, the inns or hotels of the Seven Tongues, and the great church of St. John. The palace is a noble though plain structure, and the Grand Master (who studies convenience more than magnificence), is more comfortably and commodiously lodged than any prince in Europe, the King of Sardinia, perhaps, alone excepted. The great stair is the easiest and best I ever saw.

The naval force of the Knights of Malta consists of four galleys, three galliots, four ships of sixty guns, and a frigate of thirty-six, besides a number of the quick sailing little vessels called scam pavia (literally runaways). Their ships, gallies, and fortifications, are not only well supplied with excellent artillery, but they have likewise invented a kind of ordnance of their own, unknown to all the world besides. For we found to our no small amazement, that the rocks were not only cut into fortifications, but likewise into artillery to defend these fortifications; being hollowed out in many places into the form of immense mortars. The charge is said to be about a barrel of gunpowder, over which they place a large piece of wood made exactly to fit the mouth of the chamber. On this they heap a great

quantity of cannon-balls, shells, or other deadly materials; and when an enemy's ship approaches the harbour, they fire the whole into the air, and they pretend it produces a very great effect, making a shower for two or three hundred yards round that would sink any vessel.

But notwithstanding the immense strength of the isle of Malta, as it is here described, and corroborated by other authors, it fell an easy prey to the French, under General Bonaparte, in the month of June 1798, after an investment of little more than twenty-four hours. The then Government of France affected to consider this conquest as an arduous victory, and their official report of the event was full of the praises of the General and army by whom it was achieved. The Directory were anxious that the world should believe, the capture of Malta was effected by the bravery of Bonaparte and his army; but nothing was farther from the true state of the case. The French interest predominated in Malta, and French intrigues produced the surrender of the place. No resistance was attempted that deserves the name of resistance; and the island was traitorously and shamefully given up by those who on every principle of duty were bound to defend it, and who moreover had amply the means of defence in their power. The city of Valette was immediately garrisoned by French troops; and the Knights, who were faithful to their order, took refuge in various states of Europe.

Soon after the glorious battle of the Nile, an English squadron appeared before Malta, and formed the blockade of the place. The natural and artificial strength of Valette made it impossible to take it by storm, or the usual methods of siege, and therefore it was determined to starve the garrison into a surrender*. On this occasion the naval superiority of Britain appeared pre-eminently great. The heroism and perseverance of our Commanders and seamen, as usual, prevailed; and after a tedious blockade of two

* Vide Vol. IV. page 335.

years, the fortress of Valette, with all its dependencies, surrendered to the British arms, the 5th of September 1800. By the articles of capitulation the French garrison were considered as prisoners of war, and engaged not to serve against his Majesty or allies until regularly exchanged. The military stores found in the place were very considerable; but the besieged had suffered greatly from want of provisions. In the harbour were found one Maltese vessel, of 64 guns, in good condition, and another sixty-four gun ship and a frigate, with some small craft, not in a state to proceed to sea.

By the tenth article of the Definitive Treaty of Peace the island of Malta, with its dependencies, is restored to the Order of St. John of Jerusalem; and is to be held by them on the same conditions as before the war, with some additional stipulations. The principal of these are, that for the future there shall be no English nor French Langues; and that no individual belonging to either of the said powers, shall be admissible into the Order. A Maltese Langue is to be established, with all the dignities, privileges, and appointments of the other Langues; and the garrison of the island is at all times to consist at least one half of native Maltese troops. The independence of Malta is under the guarantee of Great Britain, France, Austria, Russia, Spain, and Prussia; and the Order is bound to maintain a perpetual neutrality.

In the event of a future war, whether these regulations would prevent the French interest from predominating in the island, is a point which we shall not attempt to canvass; but let affairs take what turn they would, we need not fear their being in possession of the place, since we have shown it is as liable to be blockaded by our marine as their other ports, and that against the courage and perseverance of our seamen, its wonderful means of defence and almost impregnable fortifications are of no avail.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

OBSERVATIONS ON ADMIRAL BLAKE.

IT is remarkable that this great seaman was bred a scholar in the University of Oxford, where he had taken the degree of Master of Arts; and it is an observation very pertinent to sea affairs, which the noble historian who has written of those times, has left us concerning him. "He was," says Lord Clarendon, "the first man that declined the old track, and made it manifest that the science might be attained in less time than was imagined; and despised those rules which had been long in practice, to keep his ship and his men out of danger, which had been held in former times a point of great ability and circumspection, as if the principal art requisite in the Captain of a ship, had been to come home safe again. He was the first man that brought ships to condemn castles on shore, which had been ever thought very formidable, and were discovered by him to make a noise only, and to fright those who could rarely be hurt by them. He was the first that infused that proportion of courage into seamen, by making them see by experience what mighty things they could do, if they were resolved; and taught them to fight in fire as well as upon the water; and though he hath been very well imitated and followed, he was the first that gave the example of that kind of naval courage, and bold and resolute achievements."

CAPTAIN BLAIR.

THIS able Officer, for his gallant conduct in the *Dolphin* frigate, in the engagement with the Dutch on the Dogger Bank, August 5, 1781, was promoted to the command of the *Anson*, a new ship, of 64 guns. By bravely distinguishing himself under Sir George Rodney, on the 12th of April 1782, he fell in the bed of honour, and became one of the three heroes to whom their country voted a monument. An ingenious writer proposed the following well-adapted lines as part of an epitaph:—

This last just tribute grateful Britain pays,
That distant time may learn her heroes' praise,
Fir'd with like zeal, fleets yet unform'd shall gain,
Another *Blair*, a *Manners*, and a *Bayne*;
And future Chiefs shall unrepining bleed,
When Senates thus reward and consecrate the deed.

THE MARINER'S COMPASS.

(From ANDERSON'S *Historical and Chronological Deduction of the Origin of Commerce*).

MOST authors fix on the year 1302, for the date of the incomparable invention or discovery of the mariner's compass, or magnetic needle, for the direction of ships at sea. The inventor was Flavio de Gioia, a native of Amalfi, an ancient commercial city in the kingdom of Naples; in commemoration of which, this verse of one Anthony, of Palermo, is recorded by the Neapolitan historians, viz.

“ *Prima dedit nautis usum magnetis. Amalphis.* ”

By which it is understood, that as the poles of the magnet, or load-stone, answered to the poles of the world, it could also communicate that wonderful property to an iron needle, placed on a chart, marking the points of the world.

The power of the magnet to attract iron was known to the ancients, and is mentioned by Plato, Aristotle, and Pliny; but its directive power, to cause a piece of iron touched with it to point north and south, is undoubtedly of a later date.

Goropius, according to Morisotus, insists that the inventors of this wonderful *pyxis nautica*, or compass, were either Danes or Germans, because the thirty-two points on it are written or pronounced in the Dutch or Teutonic language, by all nations using the sea; though this may, perhaps, only prove the improvement of the compass by the Teutonic people. For it is agreed by every one, that, at the first, there were only the four cardinal points, or at most eight points named on the compass (north-east, north-west, south-east, south-west), which eight winds had been so named by Charlemagne, in the year 790; and that Emperor still using the Teutonic tongue, though with some alteration from its original dialect, from thence those of Bruges might naturally have named the other twenty-four points in the same language, as the bringing them to thirty-two points is usually ascribed (says Vergestian, &c.), to the people of Bruges, in Flanders, where the Teutonic dialect is still in use. Others, continues Morisotus, ascribe the discovery of the compass to Marco Polo, of Venice, who, on his return from China, about the year 1260, communicated the secret to the Italians. Some indeed have formerly thought, that what is called *versoria* by Plautus, was the magnetic needle, and was consequently known to the ancients; but the learned seem now to be of opinion, that this *versoria* was nothing more than a rope which turned the sail.

There are also two other Frenchmen, Mezerai, and Mons. Huet, Bishop of Avranches, who will only allow Flavio de Gioia the honour of having rendered the compass more perfect and practicable; and declare it to be a more ancient discovery, as they find mention of it, or of something resembling it, in several authors prior to this period. Bishop Huet seems positive, that it was in use among the French pilots above forty years before Marco Polo's time, as appears, says he, from some verses of Guyot de Provins, a French poet, mentioned by Fauchet, who lived about the year 1200. Notwithstanding all which, the general consent of authors give it to Flavio de Gioia, of Amalfi, who, according to Abraham Ortelius and others, used it only for the eight principal winds or points, till it was improved, as we have already related, by the people of Bruges, to thirty-two points. Neither, indeed, does this excellent invention seem to have been generally known and used even long after Flavio's time, as appears too plainly, from the Portuguese creeping along the shores, even so late as their first discoveries on the west coasts of Africa, in the fifteenth century; yet the Portuguese ought to have the honour and justice done them to acknowledge, that the use of the astrolabe, the tables of declination, with other astronomical and mathematical rules, applicable to navigation, were their inventions; and it is highly probable also, that the sea charts, made by the brother of Columbus in England, were their invention. It is true, the English pretend not to the invention of the compass, as several other nations have done, yet they are said to be the contrivers of the most convenient method of suspending the box which contains the magnetic needle, so as to keep it always horizontal. The variation of that needle, or its declination from the true north point, was discovered by Sebastian Cabot, in the year 1500; and the inclination, or dipping, of that needle, when hung so as to play vertically to a point beneath the horizon, was first discovered by Robert Norman, an Englishman, in 1576, as have been many other lesser improvements in the instruments for navigation by our nation; neither ought we by any means to forget Lord Napier's discovery of logarithms, so useful in our arithmetical operations for nautical as well as other purposes. Lastly, the variations of the variation, or the different declinations of that needle at different times in the same place, was first discovered by our countryman Gellibrand, about the year 1634; though some attribute the merit of this discovery to Gassendi, a French mathematician. So much seemed necessary to be said on this incomparable invention, and on some of the other nautical improvements, which, as it were, sprung naturally from it. Endless are the encomiums justly bestowed by all

maritime nations on the mariner's compass, for the benefit of navigation and commerce.

The invention of this most excellent and useful instrument, set every maritime nation upon improvements or discoveries, by which means, things utterly unknown before, were continually adding to the more perfect accomplishment of it. Nothing can make the contrast stronger, than to view and compare the timorous coasting of the old navigators *, who seldom had the courage to venture out of sight of the shore, with the exactness which, in these times, a ship, for instance, can sail from the Lizard Point, in Cornwall, and directly make or arrive at one of the small isles of the Azores in the Atlantic Ocean ; far distant from any land, though in the darkest weather, deprived of the comfort and use of the heavenly luminaries, and of every other mark from heaven, earth or sea, for his guide, the modern navigator securely sails on, generally knowing with great exactness by his reckoning where he is, and how far distant from his intended port. In short, a voyage which before this invention, was used to last three years, can now be performed, with great safety, in as many months.

By the help of this noble instrument it was that the Spaniards made their discoveries of a new western world ; the Portuguese, the way by sea to India and China, and the English and Dutch the several useful discoveries towards the North Pole ; all which, but for the compass, would have probably still remained unknown ; and all the wealth acquired from such discoveries, and most of the knowledge obtained in consequence thereof, would never have been possessed.

ANECDOTE OF ADMIRAL BOSCAWEN.

WHEN Admiral Boscawen added so gloriously to the laurels so often reaped by the British tars, and defeated the French fleet, he was under the necessity of going on board a boat, in order to shift his flag from his own ship to another, in the midst of a violent storm. In his passage a shot went through the boat's side, when the Admiral, taking off his wig, stopped the leak with it, and by that means kept the boat from sinking until he made the ship he intended to hoist his flag in.

* The infancy of navigation is happily described by Dryden, and is very applicable to this passage :—

“ Rude as their ships was navigation then,
No useful *compass*, or meridian known ;
Coasting they kept the land within their ken,
And knew no north but when the pole star shone.”

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE readiness with which you inserted some of my former communications, and a desire to be of service to your excellent publication, induce me to send you some curious extracts from Sir William Monson's Naval Tracts; and, as it is the fashion of the present day to give biographical notices of authors, I send you also some particulars of Sir William's life. Sir William Monson may justly be considered as one of the fathers of the British Navy; he flourished at a time when the English fleet first acquired that decisive superiority over the enemy, which it has ever since maintained, therefore he is particularly entitled to notice in a work, the professed object of which is to record the lives and exploits of British Naval Worthies.

I am, &c.

AN OLD CORRESPONDENT.

SIR William Monson, a brave English Admiral, was the third son of Sir John Monson, of South Carlton, in Lincolnshire, and born in the year 1569. According to the practice of the age, being of liberal family, he was some time a student at Oxford; but being of a martial and enterprising disposition, he soon grew weary of the tranquillity of an academic life, and, according to the bent of his inclination, entered into the sea service, in which profession he afterwards greatly distinguished himself. His first voyage was in 1585; and it appears that his advancement was rapid, for in 1587, he went out commander of a vessel. In 1583, he served on board one of the Queen's ships, but had not the command of it. In 1589, he was Vice-Admiral to the Earl of Cumberland, in his expedition to the Azores islands, and was present at the taking of Fayal; but in their return suffered such hardships, and contracted so violent an illness from them, as kept him at home the whole of the year 1590. "The extremity we endured," says he, "was more terrible than befel any ship in the eighteen years war; for laying aside the continual expectation of death by shipwreck, and the daily mortality of our men, I will speak of our famine, that exceeded all men and ships I have known in the course of my life; for sixteen days together we never tasted drop of drink, either beer, wine, or water; and though we had plenty of beef and pork of a year's salting, yet did we forbear eating it, for making us the drier. Many drunk salt-water, and those

that did, died suddenly. and the last word they usually spake, was *drink, drink, drink*; and I dare boldly say, that of five hundred men that were in that ship seven years before, at this day (1641), there is not a man alive but myself and one more."

In 1591, he served a second time under the command of the Earl of Cumberland; and the commission was, as all the former were, to ~~act~~ fight against the Spaniards. They took several of their ships; and Captain Monson, being sent to convoy one of them to England, was surrounded and taken by six Spanish gallies, after a long and obstinate engagement. After a confinement of two years at Cascais and Lisbon, during which time the Spaniards shamefully refused to exchange him, Captain Monson was at length released, and soon after joined his patron, the Earl of Cumberland, under whom he continued to serve with his usual courage and intrepidity.

He served in the year 1596, in the expedition against Cadiz, under Queen Elizabeth's celebrated favourite, the Earl of Essex, to whom he proved highly useful by his wise and moderate counsel, and was deservedly knighted. He was employed in several other expeditions, and was greatly honoured and esteemed during Elizabeth's reign. The pacific temper of James I. led him to show little favour to military men, and therefore, after the death of the Queen, who was both gracious and bountiful to Sir William, he never received either recompence or preferment, more than his ordinary entertainment or pay, according to the services he was employed in. However, in the year 1604, he was appointed Admiral of the Narrow Seas, without any solicitation; and continued in that station till 1616; during which time he supported the honour of the English flag against the sauciness of the infant republic of Holland, of which he frequently complains in his *Naval Tracts*, and protected our trade against the encroachments of France.

Notwithstanding his long and faithful services, which ought to have secured him a better fate, he had the misfortune to fall into disgrace, and through the resentment of some powerful courtiers, was imprisoned in the Tower in 1616; but after having been examined by the Chief Justice Coke and Secretary Winwood, he was discharged. He wrote a vindication of his conduct, entitled "*Concerning the Insolences of the Dutch, and a Justification of Sir William Monson*;" and addressed it to the Lord Chancellor Ellesmere, and Sir Francis Bacon, Attorney-General and Counsellor. His zeal against the insolence of the Dutch, and in promoting an enquiry into the state of the navy, contrary to the wishes of the Earl of Nottingham, then Lord High Admiral, seem to have been the occasion of his troubles. Sir William, however, soon recovered his credit at

Court, for in 1617, he was called before the Privy Council, to give his opinion, how the pirates of Algiers might be suppressed, and the town attacked. He showed the impossibility of taking Algiers, and was against the expedition; notwithstanding which, it was rashly undertaken by Villiers, Duke of Buckingham. He was also against two other ill-undertakings, and as ill managed, namely, the expedition to Cadiz, and the Isle of Rhee, in 1625 and 1628. He was not employed in these actions because he found fault with the Minister's measures; but in 1635, it being found necessary to equip a large fleet, in order to break a confederacy that was forming between the French and the Dutch, he was appointed Vice Admiral in that armament, and performed his duty with great honour and bravery. After that he was employed no more, but spent the remainder of his days in peace and privacy, at his seat at Kinnersley, in Surrey, where he digested and finished his *Naval Tracts*. He died there, February 1642-3, in the 73d year of his age, and left a numerous posterity.

EXTRACTS FROM SIR WILLIAM MONSON'S NAVAL TRACTS.

The Epistle to all Captains of Ships, Masters, Pilots, Mariners, and Common Sailors.

In all reason the dedicating of this third book is more proper and due to you, than any of the others to whom they are commended; forasmuch as what is contained in them, you and your profession are the principallest actors and authors of, as the wheel from whence the rest receives their motion.

For what would it avail that all boughs of trees were oaks, or every stalk of hemp a fathom of cable, or every creature a perfect artist, to build and frame a ship? What were all these more than to the eye, were it not for you, your art and skill, to conduct and guide her? She were like a sumptuous costly palace nobly furnished, and nobody to inhabit in it; or like a house in Athens, Laertius writes of, in which all that were born proved fools; and another in the field of Mars, near Rome, whose owners ever died suddenly; both which were commanded, the one by the senators of Athens, the other by the Emperor Mark Anthony, not only to be pulled down, but the timber to be burnt.

How should we know that France, Italy, and Spain, produced wine out of the grape, or England other commodities not heard of by them? How should we know the Indies, and wealth therein, or the means to receive it from thence, were it not for your skill and labour? How should we know that all nations differ from us in language, or from one another, but by your navigations? All islands, how little soever, would be in the error of the Chinese, who thought

there was no other world or people but their own, till the Portuguese, by their travels and mathematical art and learning, made it apparent to them. All these secrets must be attributed to your art, adventures, and painful discoveries.

What subjects can make their king and country more happy than you, by the offensive and defensive services you may do them at sea? What wealth is brought in or carried out of the kingdom, but must pass through your hands? What honour has England of late years gained, and all by your adventures and valour, which has made you excellent above all other nations? Who knows not that your parts and profession deserve favour of the State? Who knows not that the whole kingdom has use for you, and that there is a necessity to nourish you?

CONCERNING SEAMEN.

The sea language is not soon learned, much less understood, being only proper to him that has served his apprenticeship; besides that, a boisterous sea and stormy weather, will make a man not bred to it so sick, that it bereaves him of legs, stomach, and courage, so much as to fight with his meat. And in such weather, when he hears the seamen cry, starbord or port, or to bide alooff, or flat a sheet, or haul home a clue-line, he thinks he hears a barbarous speech, which he conceives not the meaning of. Suppose the best and ablest bred seaman should buckle on armour, and mount a courageous great horse, and so undertake the leading of a troop of horse, he would no doubt be accounted very indiscreet, and men would judge he could perform but very weak service; neither could his soldiers hope of good security, being under an ignorant Captain, that knows not scarce how to rein his horse, much less to take advantage for execution or retreat; and yet it is apparent to be far more easy to attain experience for land service than on the sea.

The bred seaman is for the most part hardy and undaunted, ready to adventure any desperate action, be it good or bad; and prodigal of his blood, whenever his Commander orders him, if he loves or fears him.

The seaman's desire is to be commanded by those that understand their labour, laws, and customs, thereby expecting reward or punishment, according to their deserts.

The seamen are stubborn or perverse, when they receive their command from the ignorant in the discipline of the sea, who cannot speak to them in their own language.

The Commander who is bred a seaman, and of approved government, by his skill in choice of his company, will save twenty in the hundred, and perform better service than he possibly can that understands not how to direct the Officers under him.

The best ships of war in the known world have been commanded by Captains, bred seamen ; and merchants put their whole confidence in the fidelity and ability of seamen to carry their ships through the hazard of pirates, men of war, and the dangers of rocks and sands, be they of never so much value ; which they would never do under the charge of a gentleman or an experienced soldier, for his valour only.

The United Provinces, whose safety and wealth depends chiefly upon their sea affairs, and who for some years past have had great employment, and enlarged their dominions much in remote places, use only their expert seamen to go Captains and chief Commanders in all their ships of war and trade.

Great care must be had to choose a Commander or Captain of discretion and good government, who is to be preferred for his skill and experience ; for where the seamen are left without orderly discipline, there can be nothing expected but confusion and shame.

The seaman is willing to give or receive punishment deservedly, according to the laws of the sea, and not otherwise, according to the fury or passion of a boisterous, blasphemous, swearing Commander.

Punishment is fittest to be executed in cold blood, the next day after the offence is committed and discovered.

A Captain should choose able and honest men for his company, as near as he can ; but especially his Master and Master's Mates should be of good government, whereby he is like to have a prosperous and good voyage.

PUNISHMENTS AT SEA.

A Captain may punish according to the offence committed, viz. putting one in the bilbows during pleasure ; keep them fasting ; duck them at the yard-arm, or haul them from yard-arm to yard arm, under the ship's keel ; or make them fast to the capstan and whip them there ; or at the capstan or main-mast, hang weights about their necks ; or to gag or scrape their tongues for blasphemy or swearing. This will tame the most rude and savage people in the world.

DISCOURAGEMENT OF SEAMEN.

When they have inexperienced needy Commanders ; bad and unwholesome victuals, and complaining of it, can have no redress ; cutting their beef too small ; putting five or more to four mens' allowance ; want of beer ; long staying for their wages.

[To be continued.]

NAVAL LITERATURE.

*The Report of the Committee for conducting the Experiments of the
SOCIETY for the improvement of NAVAL ARCHITECTURE.*

(Printed by order of the Society).

Minus valent præcepta quam experimenta.

QUINCT. I. 5.

THE labours of this highly useful and patriotic Society have for some years been directed to ascertain the laws respecting bodies moving through the water with different velocities, and the results of between nine and ten thousand experiments, made in the years 1793, 1794, 1795, 1796, 1797, 1798, are now presented by the Committee to the Society. These experiments, made by means of proper models, are calculated to ascertain the comparative advantages or disadvantages arising from the form, either of the head end, or of the midship body, or of the stern end, of all kinds of navigable vessels, and must consequently be considered of the greatest importance to Naval Architecture. We have every reason to confide in the accuracy of the experiments, which seem to have been made with the utmost care and precision. They were chiefly conducted by two gentlemen of the Committee, one of them an able and experienced Officer in the Navy, the other a gentleman in a military situation. Occasional assistance, however, they had from other gentlemen of the Committee, and particularly from Earl Stanhope, one of the Vice-Presidents of the Society, whose zeal for the improvement of Naval Architecture, extensive knowledge of the subject, and general attention to scientific pursuits, cannot be sufficiently commended.

We shall now proceed to give some extracts from the Report, but we must first premise, that we are sorry the Committee, in their preface, find themselves obliged to represent to the members of the Society, the necessity of paying up the arrears of their subscriptions, as the heavy expence of apparatus and assistance, engraving, printing, &c. has nearly

exhausted the funds of the Society. The operations of a Society instituted for so important a national object, as the improvement of our marine, ought not to be permitted to languish for want of pecuniary assistance, and we trust that this notice will have the desired effect, and that we shall soon hear of the Committee renewing their experiments with that ardour which generally results from liberal support.

DEFINITIONS AND EXPLANATORY OBSERVATIONS.

1. *By Head Pressure*, we mean the total pressure which exists against the head end or foremost part of a body, immersed either wholly or in part in any given fluid, when such body is at rest.

2. *By stern pressure*, we mean the total pressure which exists against the stern end, or hindermost part of a body, immersed either wholly or in part in any given fluid, when such body is at rest.

3. *By plus pressure*, we mean the additional pressure, which is sustained by the head end, or foremost parts of a body, moved through a fluid; which additional pressure is over and above what we have termed the head pressure, and arises from the fluid being obliged to be displaced in order to permit the moving body to pass through.

4. *By minus pressure*, we mean a subtraction of pressure from the stern pressure, and which subtraction is occasioned by the fluid not pressing so strongly against the stern end, or hindermost parts of a body, when such body is in motion through the fluid, as when the body is at rest.

5. *By friction* (as relating to this subject), we mean that sort of resistance to a body moved through a fluid, which arises either from the adhesion of the particles of the fluid to the surface of the moving body, or from the roughness of the body, or from both those causes united.

6. *By total resistance*, we mean the sum total of the *plus pressures*, the *minus pressure*, and the *friction*, united.

7. *By head resistance*, we mean the *minus pressure*, and the friction of the water against the head end, united.

8. *By stern resistance*, we mean the *minus pressure*, and the friction of the water against the stern end, united.

These definitions, from one to six inclusive, were drawn up in the year 1795, by Earl Stanhope. As they are well conceived, and also perfectly consistent with the laws of nature on this subject, they may serve in future to express the ideas of persons, who may choose to make similar experiments, and it is to be wished that this may be the case, as a

great degree of precision and facility of comprehending and comparing experiments will thereby be obtained.

Having procured two bodies, called the long friction plank, and the short friction plank (which were of the same degree of smoothness, and also of the same breadth and thickness, and of the same form in every respect, except in length), for the purpose of ascertaining the effect or resistance arising from the friction of the water. And also other bodies with the same middle part and head end, but with differently formed stern ends, for the purpose of ascertaining the effect of the stern resistance, and the minus pressure; and also other bodies with the same middle part and stern end, but with differently formed head ends, for the purpose of ascertaining the effect of the head resistance, and the plus pressure.

All these different bodies were planed smooth, and painted white, and the form and dimensions of the said bodies are respectively represented in table 1.

The bodies which are represented in table 1. of the first part of the Report, were respectively immersed by means of the conductor, and its bar or bars, to the medium depth of six feet under the surface of the water; and when they were so immersed, the conductor swam with its top, or horizontal upper surface, exactly one inch above the surface of the water; but the bodies which are represented in table 1. of the second report, were only immersed so as to keep the top, or horizontal upper surface just even or level with the surface of the water when in motion. All these bodies were drawn through the water by means of certain weights or motive powers; which motive powers, and also the velocities produced therewith, are respectively shown in table 1. The motive powers are in the top columns to the right hand, and the velocities produced therewith, are in the same columns underneath, and directly opposite to the bodies to which the velocities do respectively belong.

COMPARATIVE OBSERVATIONS RESPECTING THE RESISTANCE
ARISING FROM THE FRICTION OF THE WATER.

It may be necessary to observe, for the sake of explaining the different effects which have been found with respect to friction, that the respective friction planks and other bodies that were used in the experiments of the year 1796, were planed smooth and painted; and *that they were immersed a sufficient time in the water, so as to be pretty much water soaken*, though clean from slime or dirt, before the experiments were made.

And also, that the respective friction planks and other bodies, that were used in the experiments of the year 1798, were planed smooth and painted, *but were not water soaken*, and also clean from slime or dirt.

From whence it is evident, that the experiments of the year 1798, were not made precisely under the same circumstance, as the experiments of the year 1796;—that is, so far as relates to the resistance arising from the friction; for it is to be noticed, that when bodies have been immersed some time in the water, so as to be pretty much water soaked, then the fibres of the wood start, and the surface becomes rougher than when such bodies were first immersed; therefore the resistance arising from the friction will be greater against the bodies that have been water soaked, as in the friction found by the experiments of 1796; and which is proved to be the case by the following comparison:—

Nautical miles per hour,	1	2	3	4	5	6	7	8
Motive powers in pounds and decimal parts of pounds.								
Friction against 1 square foot of surface, per experiments 1796,	lb. 0,014	lb. 0,047	lb. 0,095	lb. 0,155	lb. 0,256	lb. 0,309	lb. 0,400	lb. 0,501
Friction against 1 square foot of surface, per experiments 1798,	lb. 0,012	lb. 0,043	lb. 0,080	lb. 0,144	lb. 0,209	lb. 0,279	lb. 0,354	lb. 0,43

Now as we had several opportunities of observing, that there was a material difference between the resistance of the bodies, when drawn through the water both before and after they were water soaked, and that they always met with more resistance after they were water soaked, we have not therefore the smallest doubt, but the difference in the friction, as found above, arises from the aforesaid cause.

And it may be useful to observe, that we have occasionally drawn bodies through the water, that have been immersed long enough to gather a little slime on them; and have immediately afterwards drawn the same bodies through the water by means of the same motive power, with the slime washed off, from whence we have always found that the bodies came the faster when the slime had been washed off.

Upon considering the results of the various experiments that we have made respecting the effect of the friction of the water on moving bodies; it is evident to us, that the resistances arising from the friction (even against very smooth surfaces), is considerably more than it has generally been conceived to be, or than has hitherto been accounted for, in the estimation of the resistance which bodies meet with in moving through the water at different velocities. And from whence it naturally follows, that although ships may be built ever so much alike in their form and dimensions, yet still a very little difference in the smoothness of their bottoms (or in putting on the copper in coppered ships), will produce a considerable difference in their resistances, and of course in the comparative rate of their sailing.

TO FIND THE LONGITUDE OF PLACES UPON THE EARTH'S SURFACE.

(From Professor VINCE's *Astronomical Introduction to PINKERTON'S
Modern Geography.*)

THE situation of a place upon the surface of the earth, is determined from its latitude and longitude. The methods of finding the latitude we have already explained; but the longitude cannot be so readily found. Philip III. King of Spain, was the first person who offered a reward for its discovery; and the States of Holland soon after followed his example. During the minority of Louis XV. of France, the Regent Power promised a great reward to any person who should discover the longitude at sea. In the time of Charles II. the Sieur de Saint Pierre, a Frenchman, proposed a method of finding the longitude by the moon. Upon this, a commission was granted to Lord Viscount Brounker, President of the Royal Society, Mr. Flamstead, and several others, to receive his proposals, and give their opinions respecting it. Mr. Flamstead gave his opinion, that if we had the places of the fixed stars, and tables of the moon's motion, we might find the longitude, but not by the method of the Sieur de Saint Pierre. Upon this Mr. Flamstead was appointed Astronomer Royal, and an observatory was built for him; and the instructions to him and his successors were, "that they should apply themselves with the utmost care and diligence to rectify the tables of the motions of the heavens, and the places of the fixed stars, in order to find out the so-much-desired longitude at sea, for the perfecting of the art of navigation."

In the year 1714, the British Parliament offered a reward for the discovery of the longitude; the sum of 10,000*l.* if the method determined the longitude to one degree of a great circle, or to sixty geographical miles; of 15 000*l.* if it determined it to forty miles; and of 20,000*l.* if it determined it to thirty miles; with this proviso, that if any such method extend no further than thirty miles adjoining to the coast, the proposer should have no more than half the rewards. The act also appoints the first Lord of the Admiralty, the Speaker of the House of Commons, the First Commissioner of Trade, the Admirals of the Red, White, and Blue squadrons, the Master of the Trinity House, the President of the Royal Society, the Royal Astronomer at Greenwich, the two Savilian Professors at Oxford, and the Lucasian and Plumian Professors at Cambridge, and several other persons, as Commissioners for the longitude at sea. The Lowndian Professor at Cambridge was afterwards added. After

this act of parliament, several other acts were passed in the reigns of George II. and George III. for the encouragement of finding the longitude. At last, in 1774, an act passed, repealing all other acts, and offering separate rewards to any person who should discover the longitude either by the watch keeping true time within certain limits, or by the lunar method, or by any other means. The act proposes as a reward for a time keeper, the sum of 5000*l.* if it determine the longitude to one degree, or sixty geographical miles; the sum of 7,500*l.* if it determine it to forty miles; and the sum of 10,000*l.* if it determine it to thirty miles, after proper trials specified in the act. If the method be by improved solar and lunar tables, constructed upon Sir Isaac Newton's theory of gravitation, the author shall be entitled to 5000*l.* if such tables shall shew the distance of the moon from the sun and stars, within fifteen seconds of a degree, answering to about seven minutes of longitude, after allowing half a degree for the errors of observation. And for any other method, the same rewards are offered as those for timekeepers, provided it gives the longitude true within the same limits, and be practicable at sea. The commissioners have also a power of giving smaller rewards, as they shall judge proper, to any one who shall make any discovery for finding the longitude at sea, though not within the above limits: provided, however, that if any such person or persons shall afterwards make any further discovery, as to come within the above-mentioned limits, such sum or sums as they may have received, shall be considered as part of such greater reward, and deducted therefrom accordingly.

After the decease of Mr. Flamstead, Dr. Halley, who was appointed to succeed him, made a series of observations on the moon's transit over the meridian, for a complete revolution of the moon's apogee, which observations being compared with the computations from the tables then extant, he was enabled to correct the tables of the moon's motions. And as Mr. Hadley had then invented an instrument, by which the altitudes and distances of the heavenly bodies could be taken at sea, Dr. Halley strongly recommended the lunar method of finding the longitude.

TO FIND THE LONGITUDE BY A TIMEKEEPER,

The sun appears to move round the earth from east to west, to describe three hundred and sixty degrees in twenty-four hours, and therefore he appears to move at fifteen degrees in an hour. If therefore, the meridians of the two places make an angle of fifteen degrees with each other, or if the two places differ fifteen degrees in longitude, the sun will come to the eastern meridian one hour before

he comes to the western meridian; and therefore, when it is twelve o'clock at the former place, it is only eleven at the latter; and in general, the difference between the times by the clock at any two places, will be the difference of their longitude, converting into time at the rate of fifteen degrees for an hour, the time at the eastern place being the forwardest. If, therefore, we can tell what o'clock it is at any two places, at the same instant of time, we can find the difference of their longitudes, by allowing fifteen degrees for every hour that the clocks differ.

Let, therefore, the timekeeper be well regulated, and set to the time at Greenwich, that being the place from which we reckon our longitude; then, if the watch neither gains nor loses, it will always shew the time at Greenwich, wherever you may be. Now to find the time by the clock at any other place, take the sun's altitude, and thence find the time by Article 61; now the time thus found is *apparent* time, or that found by the sun, which differs from the time shown by the clock by the equation of time, as we have shown in Article 79; we must, therefore, apply the equation of time to the time found by the sun, and we shall get the time by the clock; and the difference between the time by the clock so found, and the time by the timekeeper, or the time at Greenwich, converted into degrees at the rate of fifteen degrees for an hour, gives the longitude of the place from Greenwich.—For example: let the time by the timekeeper, when the sun's altitude was taken, be six hours nineteen minutes, and let the time deduced from the sun's altitude be nine hours twenty seven minutes, and suppose at that time the equation of time to be seven, showing how much the sun is that day behind the clock, then the time by the clock is nine hours thirty four minutes, the difference between which and six hours nineteen minutes is three hours fifteen minutes; and this converted into degrees, at the rate of fifteen degrees for one hour, gives forty-eight degrees forty-five minutes, the longitude of the place from Greenwich; and as the time is forwarder than that at Greenwich, the place lies to the east of Greenwich. Thus the longitude could be very easily determined, if you could depend upon the timekeeper. But as a watch will always gain or lose, before the timekeeper is sent out, its gaining or losing every day for some time, a month for instance, is observed; this is called the *rate of going* of the watch, and from thence the *mean* rate of going is thus found.

Suppose I examine the rate of a watch for thirty days: on some of those days I find it has gained, and on some it has lost; add together all the quantities it has gained, and suppose they amount to seventeen seconds; add together all the quantities it has lost, and

suppose they amount to thirteen seconds; then upon the whole it has gained four seconds in thirty days, and this is called the *mean rate* for that time, and this divided by thirty, gives $0'',133$ for the *mean daily rate* of gaining; so that if the watch had gained regularly $0'',133$ every day, at the end of thirty days it would have gained just as much as it really did gain, by sometimes gaining and sometimes losing. Or you may get the mean daily rate thus. Take the *difference* between what the clock was too fast, or too slow, on the first and last days of observation, if it be too fast or too slow on each day; but take the sum, if it be too fast on one day, and too slow on the other, and divide by the number of days between the observations, and you get the mean daily rate. Thus, if the watch was too fast on the first day eighteen seconds, and too fast on the last day thirty two seconds, the *difference*, fourteen seconds, divided by thirty, gives $0'',466$, the *mean daily rate* of gaining. But if the watch was too fast on the first day seven seconds, and too slow on the last day ten seconds, the sum seventeen seconds divided by thirty gives $0'',566$, the *mean daily rate* of losing. After having thus got the mean daily rate of gaining or losing, and knowing how much the watch was too fast or too slow at first, you can tell, according to the rate of going, how much it is too fast or too slow at any other time. In the first case, for instance, let the watch have been $0',17''$ too fast at first, and I want to know how much it is too fast fifty days after that time; now it gains $0'',133$ every day; if this be multiplied by fifty, it gives $6'',65$ for the whole gain in fifty days; therefore, at the end of that time, the watch would be $1',23'',65$ too fast. This would be the error, if the watch continued to gain at the above rate; and although, from the different temperatures of the air, and the imperfection of the workmanship, this cannot be expected, yet the probable error will by this means be diminished, and it is the best method we have to depend upon. In the watches which are under trial at the Royal Observatory at Greenwich, as candidates for the rewards, this allowance of a mean rate is admitted, although it is not mentioned in the act of parliament; the commissioners, however, are so indulgent as to grant it, which is undoubtedly favourable to the watches.

As the rate of going of a watch is subject to vary from so many circumstances, the observer, whenever he goes on shore, and has sufficient time, should compare his watch for several days with the true time found by the sun, by which he will be able to find its rate of going. And when he comes to a place whose longitude is known, he may then set his watch again to Greenwich time; for

when the longitude of a place is known, you know the difference between the time there and at Greenwich. For instance, if he goes to a place known to be thirty degrees east longitude from Greenwich, his watch should be two hours slower than the time at that place. Find therefore the true time at that place by the sun, and if the watch be two hours slower, it is right; if not, correct by the difference, and it again gives Greenwich time.

In long voyages, unless you have sometimes an opportunity of adjusting your watch to Greenwich time, its error will probably be considerable, and the longitude deduced from it will be subject to a proportional error. In short voyages, a watch is undoubtedly very useful; and also in long ones, where you have the means of correcting it from time to time. It serves to carry on the longitude from one known place to another, supposing the interval of time not very long; or to keep the longitude from that which is deduced from a lunar observation, till you can get another. Thus the watch may be rendered of great service in navigation.

ATTEMPTS OF THE RUSSIANS TO DISCOVER A NORTH EAST PASSAGE.

From COXE'S Supplementary Accounts of the Russian Discoveries.

THE only communication hitherto known between the Atlantic and Pacific Ocean, or between Europe and the East Indies, is made either by sailing round the Cape of Good Hope, or by doubling Cape Horn. But as both these navigations are extremely tedious, the great object of several late European voyages has been turned towards the discovery of a north-east or north-west passage. As this work is entirely confined to the Russian navigations, any disquisition concerning the north-west passage is totally foreign to the purpose; and for the same reason in what relates to the north east, these researches only extend to the attempts of the Russians for the discovery of that passage.

The advocates for the north-east passage have divided that navigation into three principal parts; and by endeavouring to show that the three parts have been separately passed at different times, they conclude that the whole navigation is not impracticable.

The three parts are, 1. From Archangel to the Lena; 2. From the Lena to Kamtchatka; 3. From Kamtchatka to Japan. With respect to the latter, the connection between the seas of Kamtchatka

and Japan first appeared from some Japanese vessels wrecked upon the coast of Kamtchatka in the beginning of this century; and this communication has been unquestionably proved from several voyages made by the Russians from Kamtchatka to Japan.

No one ever asserted that the first part from Archangel to the Lena was ever performed in one voyage; but several persons having advanced that this navigation has been performed by the Russians at different times, it becomes necessary to examine the accounts of the Russian voyages in those seas.

In 1734, Lieutenant Morovief sailed from Archangel toward the river Oby; and got no farther the first year than the mouth of the Petchora.

The next summer he passed through the straits of Weygatz into the sea of Kara; and coasted along the eastern side of that sea, as high as latitude 72. 30. but did not double the promontory which separates the sea of Kara from the bay of Oby. In 1738, the Lieutenants Malgyn and Skurakof doubled that promontory with great difficulty, and entered the bay of Oby. During these expeditions the navigators met with great dangers and impediments from the ice. Several unsuccessful attempts were made to pass from the bay of Oby to the Yenisei, which was at last effected in 1738, by two vessels commanded by Lieutenants Offzin and Koskelef. The same year the pilot Feodor Menin sailed from the Yenisei towards the Lena: he steered north as high as latitude 72. 15. but when he came to the mouth of the Pisida, he was stopped by the ice; and finding it impossible to force a passage, he returned to the Yenisei.

July 1735, Lieutenant Prontshistshef sailed from Yakutsk up the Lena to its mouth, in order to pass by sea to the Yenisei. The western mouths of the Lena were so choaked with ice, that he was obliged to pass through the most easterly one; and was prevented by contrary winds from getting out until the 13th of August. Having steered north-west along the islands which lie scattered before the mouths of the Lena, he found himself in latitude 70. 4. He saw much ice to the north and north-east, and observed ice mountains from twenty-four to sixty feet in height. He steered betwixt the ice, which in no place left a free channel of greater breadth than one hundred or two hundred yards. The vessel being much damaged, on the 1st of September he ran up the mouth of the Olenek, which, according to his estimation, lies in 72. 30. near which place he passed the winter.

He got out of the Olenek the beginning of August in the following year; and arrived on the 3d at the mouth of the Anabara, which

he found to lie in latitude 73. 1. There he continued until the 10th, while some of the crew reconnoitred the country in search of some mines. On the 10th he proceeded on his voyage : before he reached the mouth of the Katanga, he was so entirely surrounded and hemmed in with ice, that it was not without great difficulty and danger he was able to get loose. He then observed a large field of ice stretching into the sea, on which account he was obliged to continue near the shore, and to run up the Katanga. The mouth of this river was in latitude 74. 9. From thence he bent his course mostly northward along the shore, until he reached the mouth of the Taimura on the 18th. He then proceeded farther, and followed the coast towards the Piasieta. Near the shore were several small islands, between which and the land the ice was immovably fixed. He then directed his course towards the sea, in order to pass round the chain of islands. At first he found the sea more free to the north of the islands, while he observed much ice lying between them. He came at length to the last island, situated in latitude 77. 25. between which and the shore, as well as on its northern side, the ice was firm and immovable. He attempted, however, to steer still more to the north ; and having advanced about six miles, he was prevented by a thick fog from proceeding. This fog being dispersed, he saw on each side, and before him, nothing but ice : that towards the sea was not fixed ; but the accumulated masses were all so close, that the smallest vessel could not have worked its way through. Still attempting, however, to pass to the north, he was forced by the ice N. E. Apprehensive of being hemmed in, he returned to the Taimura ; and from thence got, with much difficulty and danger, to the Olenek on the 29th of August.

This narrative of the expedition is extracted from the account of Professor Gmelin : according to Mr. Muller, who has given a cursory relation of the same voyage, Prontshistshef did not quite reach the mouth of the Taimura ; for he there found the chain of islands stretching from the continent far into the sea. The channels between them were so choaked with ice, that it was impossible to force a passage ; after steering as high as latitude 77. 25. he found such a plain of fixed ice before him, that he had no prospect of getting any farther. Accordingly he returned to the Olenek.

Another voyage, to pass from the Lena to the Yenisei, in 1739, was attempted by Khariton Laptief, with the same bad success ; and he relates, that between the rivers Piasieta and Taimura, there is a promontory which he could not double, the sea being entirely frozen before he could pass round.

From all these circumstances we must collect, that the whole space between Archangel and the Lena has never yet been navigated; for in going east from the Yenisei the Russians could get no farther than the mouth of the Piasieta; and, in coming west from the Lena, they were stopped, according to Gmelin, north of the Piasieta; and, according to Muller, east of the Taimura.

The Russians, who sail almost annually from Archangel, and other towns, to Nova Zemla, for the purpose of catching sea horses, seals, and white bears, make to the western coast; and no Russian vessel has ever passed round its north eastern extremity.

The navigation from the Lena to Kamtchatka now remains to be considered. If we may believe some authors, this navigation has been open for above a century and a half; and several vessels have, at different times, passed round the north eastern extremity of Asia. But if we consult the Russian accounts, we shall find, that frequent expeditions have been unquestionably made from the Lena to the Kovyma; but that the voyage from the Kovyma round Tschukotskoi Noss, into the eastern ocean, has been performed but once. According to Mr. Muller, this formidable cape was doubled in 1648. The material incidents of this remarkable voyage are as follows:—

In 1648 seven kotchies or vessels sailed from the mouth of the river Kovyma, in order to penetrate into the eastern ocean. Of these, four were never more heard of: the remaining three were commanded by Simon Deshnef, Gerasim Ankudinof, and Feedof Alexeef. Considering the little knowledge we have of the extreme region of Asia, it is much to be regretted, that all the incidents of this voyage are not circumstantially related. Deshnef takes no notice of any occurrence until he reached the great promontory of Tschutski; he mentions no obstructions from the ice, and probably there were none, for he observes, upon another occasion, that the sea is not every year so free from ice as it was at this time. He commences his narrative with a description of the great promontory:—"It is," says he, "very different from that which is situated west of the Kovyma, near the river Tschukotskia. It lies between north and north east, and bends in a circular direction, towards the Anadyr. It is distinguished on the Russian (namely on the western) side by a rivulet which falls into the sea, close to which the Tschutski have raised a pile like a tower, with the bones of whales. Opposite the promontory (it is not said on which side) are two islands, on which he observed people of the nation of the Tschutski, who had pieces of the sea horse tooth thrust into holes made in their lips. With a good wind it is possible to sail

from this promontory to the Anadyr in three days; and the journey by land may be performed in the same space of time, because the Anadyr falls into a bay." Ankudinof's kotche was wrecked on this promontory, and the crew was distributed on board the two remaining vessels, which soon afterwards lost sight of each other, and never again rejoined. Deshnef was driven by tempestuous winds until October, when he was shipwrecked considerably to the south of the Anadyr, not far from the river Olutora. Deshnef, with twenty-five companions, reached the Anadyr, and the following year built an ostrog on its banks. Here he was joined by some Russians on the 25th of April 1650, who came by land from the river Kovyma.

In reviewing these several accounts of the Russian voyages in the frozen sea, as far as they relate to a north east passage, we may observe, that the cape which stretches to the north of the Piasida has never been doubled; and that the existence of a passage round Tschukotskoi Noss rests upon the single authority of Deshnef. Admitting, however, a practicable navigation round these two promontories; yet when we consider the difficulties and dangers which the Russians encountered in those parts of the frozen sea, which they have unquestionably sailed through, how much time they employed in making an inconsiderable progress, and how often their attempts were unsuccessful; when we reflect, at the same time, that these voyages can only be performed in the midst of a short summer, and even then only when particular winds drive the ice into the sea; we shall probably conclude, that a navigation, pursued along the coasts in the frozen ocean, would probably be useless for commercial purposes.

A navigation therefore in the frozen ocean, calculated to answer any end of general utility, must (if possible) be made in an higher latitude, at some distance from the shores of Nova Zembla and Siberia. And should we even grant the possibility of sailing N. E. and east of Nova Zembla, without meeting with any insurmountable obstacles from land or ice; yet the final completion of a N. E. voyage must depend upon the existence of a free passage between the coast of the Tschutski and the continent of America. But such disquisitions as these do not fall under the intention of this work, which is meant to state and examine facts, not to lay down an hypothesis, or to make theoretical enquiries.

ACCOUNT OF THE

ISLES OF FRANCE AND BOURBON.

From a Voyage to Madagascar and the East Indies. By ALEXIS ROCHON, Member of the National Institute, and of the Academy of Petersburg.

THE origin of the colony of the Isles of France and Bourbon is connected with the first establishments of the French in Madagascar. Were it not for the proximity of Madagascar to these islands, one could scarcely conceive why the latter should have been chosen for the purpose of forming a respectable settlement. These two islands are so small, that they are hardly perceptible in a chart of the vast Indian Ocean.

It is well known, that several Frenchmen, who had suffered from the unhealthfulness of Madagascar, formed a resolution of quitting that large island, in order to settle in the small island of Bourbon, the air of which is exceedingly salubrious.

It was in the year 1664 that they put this design in execution; and they took the wise precaution of carrying along with them some sheep and cows, together with a young bull.

The island, at that time, was uninhabited, and the soil uncultivated, but the coast abounded with fish, and the ground was covered with tortoises of an immense size. At first, the colonists lived upon fish, turtle, rice, potatoes, and yams. They were forbid the use of butcher's meat, because the preservation of their live stock was a matter of the utmost importance.

When the season became favourable, they planted sugar-canes, and sowed wheat. Their first crops exceeded their expectations; and in a little time the success of the colony was no longer doubtful. The life of the ancient patriarchs does not exhibit a truer picture of the happiness always inseparable from man, when he approaches to a state of nature, and lives under a serene sky, amidst innocence and labour, than the situation of these colonists.

The inhabitants of Bourbon employed their sugar-canes in making a kind of fermented liquor. The islanders of Madagascar had taught them the method of making this beverage, which, in my opinion, is preferable to the best cider of Normandy. It is a pity that a liquor so useful cannot be kept more than twenty-four hours after it ferments.

The small number of oxen and sheep, transported from Madagascar to Bourbon, instead of perishing, acquired every day, in this new land, an additional degree of increase. These animals found in the

woods, with which the island is covered, a shelter from the scorching sun of the torrid zone; they fed upon succulent grass; and appeared, above all, to delight in those vast savannas, the productions of which are similar to those of Madagascar.

When the inhabitants of Bourbon had made a proper provision for their subsistence, by paying great attention to agriculture, the principal and the most productive source of all riches, they thought that coffee, in the course of time, might form an useful branch of commerce between their island and Europe. In the year 1718, therefore, they sent to Moka and Aden for some young plants of the coffee-tree, and were not deceived in their speculation. These plants being cultivated with care, became in a few years very productive; and the island soon afforded the French East India Company a very important article of trade.

While the small French colony of the Isle of Bourbon continued to prosper, that of the Dutch, established in the Isle of France, was much distressed, and in a languishing condition. I am unacquainted with the reason why the Dutch established themselves in this island, which they called Mauritius. I know, only, that they complained of the great devastation occasioned in it by locusts and rats.

In 1712, they resolved to abandon entirely the establishment which they had formed at the Isle of France, in order to remove to the Cape of Good Hope. It may be readily conceived why they preferred a vast continent to a small island.

The inhabitants of Bourbon were not sorry for the departure of the Dutch; and they lost no time in taking possession of the spots where they had been established. The Isle of France has two good harbours, and is only thirty-four leagues distant from that of Bourbon. Though the air is salubrious, the island is neither so fertile nor so extensive as Bourbon; but these disadvantages are counterbalanced by the excellence of its ports, and by its being situated to the windward.

In 1734, the French East India Company having determined to form some considerable establishments here, the care of that enterprise was entrusted to the celebrated Mahé de la Bourdonnais. That gentleman born to command, because he had abilities which enabled him to know mankind, and to enforce obedience, showed in those distant countries that he was as able a governor as a skilful mariner: the island is indebted to him, and to him alone, for its aqueducts, bridges, hospitals, and principal magazines. In short, every thing useful that still exists there is the work of that truly great man. La Bourdonnais had a very extensive knowledge of those mechanic arts which are most common and most necessary for our wants. Often was he seen by the break of day, at the head of his labourers, driving

a wheel barrow, or handling the trowel and the compass, merely with a view to excite and keep up a spirit of emulation. After the example which he himself gave, it was hardly possible for any one not to concur, as far as he was able, in promoting the public advantage. Whatever, therefore, he planned or undertook for the benefit of the colony, during the twelve years of his administration, was always attended with speed and complete success.

It was this Governor also who made choice of the port to the north-west. A man less enlightened would have perhaps preferred the port in the south west, because it is larger and more commodious; but this able seaman knew, as much as any one, the advantages of a port to the leeward. On those shores, where general winds prevail, leeward ports are alone susceptible of an easy defence when attacked, as the enemy's ships must always be towed in order to bring them into the harbour. By the same reasoning the wind is always favourable for going out, another advantage, which, though inferior to the former, is not to be overlooked.

The cultivation of corn is that which succeeded best in the Isle of France. The lands there produce successively, every year, a crop of wheat and one of maize, commonly called Turkey corn. The *manioc* *, which was transported from Brazil, is at present the ordinary food of the blacks.

The continual want of supplies by ships and squadrons has greatly impeded the increase of sheep and horned cattle in this island. It produces, however, an excellent kind of grass, which springs up from the earth about the beginning of the rainy season, and which comes to full perfection in the space of three months. The inhabitants take advantage of that time to pasture their cattle and flocks; but when vegetation has ceased, nothing remains on the ground except some straw, too hard for the nourishment of animals. This straw is so dry, that the least spark sets it on fire, and the wind

* *Manibot*, *magnoc*, or *manioc*, is a plant which grows in America and the West Indies, and from the root of which a kind of bread is made, called *cassada* or *cassavi*. The juice of the root is a mortal poison; but when it has been properly extracted, the root is put over the fire, in order that all its aqueous, volatile, and noxious particles may be dissipated; it is then grated down into a mealy substance, which is again dried; and it is afterwards formed into small cakes, and baked, by being placed upon hot plates of iron. The milky juice of the *manioc* when swallowed, or when the root is eaten without being carefully prepared, brings on convulsions, and occasions a violent retching and purging. It acts only on the nervous system, and produces no inflammation in the stomach; but the stomach of a man or animal poisoned by it, appears to be contracted one half. The French sometimes call the bread made of this root *Madagascar bread*.

spreads the flames with so much rapidity, that there are no physical means of checking its progress. When such an accident takes place, the cattle quit the savannas, and go to feed in the woods.

When the Portugeuze discovered the Isle of France, the land was covered with wood to the very summits of the mountains. The whole island was one vast forest composed of beautiful trees. Of these the most remarkable were several kinds of the palm-tree, bamboos, ebony, matt-wood with large and small leaves, tacamahaca, stinking wood, and a multitude of others, which were exceedingly valuable.

When this island was first inhabited, the ground was all cleared by means of fire. It would, however, have been prudent to leave rows of trees here and there at certain distances. Those rains which, in warm countries, are so necessary to render the earth fertile, seldom fall on ground after it has been cleared; for it is the forests that attract the clouds, and draw moisture from them. Besides, cultivated lands have no shelter to defend them from the violence of the wind. Cultivation without measure, and without method, has sometimes done much more hurt than good.

Those eminences which hang over the harbour, and defend it from the violence of the winds, have been cultivated to the very tops. The chalk of the mountains is become dry, and the earth proper for vegetation has fallen down into the valleys. Those large trees, which, when the island was inhabited, secured the earth from such dangerous falls, have been either burnt or cut down. Torrents have been consequently formed, and the greater part of the gravel washed down by them has choked up the harbour. The anchoring ground at present is not sheltered from the violence of the sea, nor the impetuosity of the winds. Thus through an absolute want of foresight in the first settlers, and a desire to promote their own temporary advantage, France is likely to be deprived of a port which is considered as the bulwark of its forces, and the most commodious storehouse of its commerce in the Indian Seas.

M. de Tromelin, formerly a Captain in the Navy, an Officer as fertile in resources as skilful and experienced in every part of his profession, finding, however, that this evil might be remedied, became very anxious to accomplish so important an object. At that time M. Poivre was intendant of the Isles of France and Bourbon. That celebrated man seeing all the advantages of M. de Tromelin's project, united with M. de Steinaure, a General Officer, highly worthy of esteem both by his knowledge and virtues, and who acted in the interim as Governor, to request, in the name of the colony, of the Duke de Praslin, then Minister of the Marine, the speedy execution

of a plan which would give the Isle of France a safe harbour, where vessels might be sheltered from hurricanes. When the proposed works were ordered M. de Tromelin first employed himself in changing the course of the torrents by dykes and channels, which served to collect the body of the waters, and to convey them to sea behind Cooper's Isle, in a place where mounds of sand and gravel could occasion no obstruction.

This, without doubt, was the most urgent part of the operation. The clearing of the harbour, or rather channel, might be afterwards effected without any obstacle, in a period of time proportioned to the number of machines destined for the purpose of taking up the mud and sand; for it is well known that each machine clears almost to the depth of twenty feet a day, when the wheels which make the two ladles act are worked by thirty-six men.

M. de Tromelin did not confine his plan to that labour which was necessary for clearing the channel; and preventing it from being choked up in future. This Officer had greater and more extensive views. He remarked that the channel communicated with a vast basin perfectly sheltered from the most violent winds. This basin, known under the name of *Trou Fanfaron*, is three hundred fathoms in length. In breadth it is sixty fathoms, and the mean depth of the water does not exceed ten feet. It was necessary, therefore, to make it twenty feet deep, in order that it might be capable of receiving the largest vessels, as fully loaded as possible. To effect this, nothing was requisite but to remove some sand banks; and two machines, in less than six years, were able to clear away forty-five thousand cubic fathoms of sand which encumbered the basin. But this was not the most embarrassing part of the labour. The entrance of the basin was shut up by a coral bank, to get rid of which appeared to be a work of great expence and difficulty. This obstacle, however, did not discourage M. de Tromelin. After a judicious examination of its extent, and taking a number of soundings very near to each other, he was enabled to form a proper plan for accomplishing the object of his wishes, and by means of gunpowder he broke to pieces, under the water, that part of the bank which obstructed the passage of vessels.

We are in possession of two subsequent volumes of this Author's voyages, which have lately appeared in Paris, and intend soon to give our readers some interesting extracts from them, translated purposely for the NAVAL CHRONICLE.

LETTERS RESPECTING THE
LOSS OF THE PRINCE GEORGE, BY FIRE.

APRIL 13, 1758.

OF all the calamities to which seamen are liable, there is not one more terrible than the destruction of a ship by fire. On shore, the most dreadful conflagrations are seldom attended with the loss of many lives ; for the means of escape, in most cases, are ready, and assistance is easily obtained ; the buildings are generally solid, and calculated to resist the effects of fire, so that with a little notice the sufferers are enabled to save themselves. But on the ocean, this calamity rages with tenfold violence. The materials of which ships are composed are of a nature fittest to propagate fire, and their construction assists the destructive element to extend its ravages. Tar, pitch, and oil, it is well known, make a necessary part of the stores of every ship, and no substances burn with greater fury ; besides, the sails, rigging, and hull of a ship, are in the highest degree combustible. But, above all, the great quantities of gunpowder which ships of war carry, render such a misfortune, when it occurs to them, of the most terrific nature. Instant destruction is the consequence of the fire reaching the magazines ; and the dread of this not only paralyzes the efforts of those on board, but frequently deters others from coming to their assistance, lest the explosion of the magazines should involve them in one common destruction.

We subjoin the following Letters relative to the loss of the Prince George, which at that time was on her passage to Gibraltar, and carried the flag of Rear Admiral Broderick, as part of our engagement to our readers, to furnish them, from time to time, with authentic particulars of the disasters that have happened to our brave seamen, and because

they form an interesting narrative of a most melancholy event.

Extract of a Letter from the Rev. Mr. SHARP, Chaplain.

Glasgow, off Lisbon, April 20.

ON Thursday, the 13th instant, at half an hour past one in the afternoon, word was passed into the ward-room by the sentry, that the fore part of the ship (the Prince George) was on fire; the Lieutenants ran immediately forward, and myself, with many others, went directly on the quarter-deck, where we found the whole ship's crew was alarmed: the pumps were handed out, the engine and buckets carried forward, and every immediate remedy applied. The Admiral, with the Lieutenants on watch, kept the quarter-deck, from whence he sent such orders as he thought most expedient for the preservation of the ship, and the souls in her. Captain Peyton and the Lieutenants, on search, found that the fire first broke out in the Boatswain's store-room, to which place large quantities of water were applied, but in vain, for the smoke was so very great and hot, that the poor creatures could not get near enough to the flames for their labour to have any effect. On this, Captain Peyton ordered scuttles to be made, that the water might be poured in by that means; but there he was defeated likewise, for only two carpenters could be found, and they had nothing to work with for a long time but a hammer and chissel each. The lower gun-deck ports were then opened, but the water that flowed in was not sufficient to stop the violence of the flames. He ordered, likewise, the powder-room to be wetted, lest the ship should immediately be blown up, and every soul perish in an instant. This had the desired effect, and for some minutes we had glimmering hopes. I mention the above particulars, as I was below myself, worked with the men as long as I could stand it, went up for air, and returned again instantly, consequently an eye-witness, I can declare them as facts. The fire soon increased, and raged violently aft on the larboard side; and, as the destruction of the ship was now found inevitable, the preservation of the Admiral was first consulted. Captain Peyton came on the quarter-deck and ordered the barge to be manned, into which the Admiral entered, with near forty more, for now there was no distinction, every man's life was equally precious. The Admiral finding the barge would overset, stripped himself naked, and committed himself to the mercy of the waves; and, after toiling an hour, he was at length taken up by a merchantman's boat. Captain

Peyton kept the quarter-deck an hour after the Admiral left it, when he happily got into a boat from the stern ladder, and was put safe on board the Alderney sloop. I must be deficient even to attempt a description of the melancholy scene before me; shrieking, cries, lamentations, bemoanings, raving despair, and even madness itself presented themselves. It was now high time to think of taking care of myself: I looked from every part of the ship for my preservation, and soon saw three boats off the stern. I went immediately to my cabin, and offered up my prayers to God, particularly thanking him for giving me such resolution and composure of mind. I then jumped into the sea from one of the gun-room ports, and swam to a boat, which put me safe on board the Alderney sloop. There were near three hundred people saved, and more might have been saved, had the merchantmen behaved like human creatures; but they kept a long way to windward the whole time; and, if possible, to their greater shame be it spoken, instead of saving the men that swam to their boats, they were employed in taking up geese, fowls, tables, chairs, and whatever else of the kind came near them.

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Letter from Mr. PARRY, an Officer, dated as above.

ABOUT half-past one at noon, being in the office adjoining to the cabin, I saw the Admiral run out with two or three Officers. On enquiring the cause, I was alarmed with the report of the ship's being on fire forward, and it was believed in the boatswain's fore store-room. Every method was taken to extinguish it, but the smoke was so violent, no person could get near enough to find where the fire was. About half past two we made the signal of distress; but to render our situation more wretched, the fog came on very thick, and the wind freshened; so that it was near four before the Glasgow and Alderney got intelligence of our condition. They then repeated the signal, hoisted out their boats, and stood towards us; but not knowing we had taken care to float our powder, were under sad apprehensions we might blow up, and therefore could not, consistent with their own safety, give us the assistance our deplorable condition rendered us so much in need of. We attempted to scuttle the decks to let the water on the fire, but the people could not stand a minute without being nearly suffocated. About half-past four the smoke increased, and the flames began to break out. The Admiral then ordered the boats to be hoisted out, got the barge out, and went off, promising to bring a ship alongside of us. I

observed her so full, that her gunwale was almost even with the water; and in a few minutes after saw her sink at some distance astern. Not above three or four were saved out of above forty, among whom it pleased God to preserve the Admiral. The weather was now become clear, but none of the merchantmen would come near us. Our Officers behaved well, and endeavoured to keep the people to the pumps and drawing water; but they were now become quite ungovernable. About a quarter before five, Captain Peyton left the ship, and promised as the Admiral, but was not able to accomplish it. About five, the long boat was endeavoured to be got out, in which were near one hundred people, but as they were hoisting her out, one of the tackles gave way, by which she overset, and almost every soul perished. We were now reduced to the greatest distress. You may have some idea of our miserable condition, when I tell you the ship began to be in flames fore and aft, spreading like flax; people distracted, and not knowing what they did, and jumping overboard from all parts; I was reduced to the melancholy choice of either burning with the ship, or going overboard. Very few that could swim were taken up, and I that could not swim must have little hopes indeed. About a quarter past five I went into the Admiral's stern gallery, where two young gentlemen were lashing two tables together for a raft. I assisted them. One of them proposed to make fast the lashing to the gallery, and lower ourselves down to the tables, then cutting the lashing to commit ourselves to the mercy of Providence. We hoisted over the tables, but being badly lashed, one of them we lost; as soon as the other was down, I proposed to venture first, which they readily consented to. There were about three boats astern; this was the time or never; I went down by the rope, but, as there was a great swell of sea, it was impossible for any one to follow me, and I was turned adrift. By the cries of the people from the ship to the boats, in about five minutes I was taken up very near drowned.

715 Complement.

30 Passengers to Gibraltar.

745

260 Saved.

485 Lost.

745

*Letter from the Master of a Merchantman, under convoy of
Admiral BRODERICK.*

THURSDAY, April 13th, Ushant bearing east sixty leagues distance, at noon, I saw Admiral Broderick hoist a signal of distress, upon which I made what sail I could, and went down to him. At one in the afternoon I could discern the Prince George on fire; at two we drew pretty near her, and thought they might have quenched the fire; at three, I saw plainly it was impossible. I was within a hundred yards of her stern, but durst not venture alongside, the sea running high, besides the going off of her guns, and danger of blowing up. At four in the afternoon the Admiral was taken up swimming, by a merchantman's boat, as by this time the ships that had boats sent them all out, and a good many of them were lost, the weather proving bad. Towards night I was within pistol shot, and remained there some time, picking up four of her crew. Had not two of my men run away with my boat the night before we sailed from St. Helen's, I am confident I could have saved sixty or eighty of them at least, as I was all the time nearer to them than any ship in the fleet. What made me venture so near was, that I knew my ship went well, and was under good command. At six, what a dismal sight! the masts and sails all in a blaze; hundreds of souls hanging by the ropes alongside; I could count fifty of them hanging over in the stern ladder, others in the sea on oars and pieces of wood, a melancholy spectacle; besides the dismal cries from the ship, which still ring in my ear. At half an hour past six the flames broke out at her broadside, and in less than five minutes every part of her was on flames, and so continued until seven, when she overset, but did not sink. I then ran within twenty yards of her, but my people compelled me to go farther off, for fear of striking on the wreck. All I can say of it in addition is, there never was a more shocking sight; pray God I may never see the like again. It was very grievous to me that I could not save more of her men without running the risk of sharing her fate. The 18th of April the Glasgow, a twenty gun ship, hoisted the signal for all Masters of merchantmen to come on board, where the Admiral had his flag hoisted, to know how many of his people we had saved amongst us, and to deliver them up. By the then list it appeared that the Admiral, Captain Peyton, and about two hundred and fifty-three men were saved.

Poetry.

ELEGY

ON THE LOSS OF THE QUEEN CHARLOTTE *, BURNT OFF THE
HARBOUR OF LEGHORN, MARCH 17, 1800.

By JAMES KENNEDY, *then a resident at Leghorn.*

FROM snow-rob'd Appennines the frosty gale,
Tuscania scouring swept the waves off shore;
By rosy dawn the Queen Charlotte set sail,
The cloudless sky a placid visage wore.

Though no sad omen mark'd the rising day,
Nor friendly spirit ruin nigh foretold;
This British bulwark had made little way,
When round her quarters smoky volumes roll'd.

What glowing pencil faintly can pourtray?
What fancy form a spectacle so dire?
What living language feebly can convey?
The horrid semblance of a ship on fire!

From hay 'tis said the fatal flame arose,
Which light'ning-like along the rigging flew,
While in their hammocks numbers snug repose,
Who only wake to bid the world adieu!

The smoth'ring smoke pervaded ev'ry deck,
From stem to stern the blazing torrent ran,
The conflagration's rapid course to check,
Soon bade defiance to the powers of man.

Scene dread, and deathful! yet the seaman brave,
Destruction's progress boldly strove to stay,
The hull half drown'd, the powder-room to save
While blazed their garments, cut the mast away.

Prodigious efforts small respite obtain,
Th' impeded flames anon redoubled rage;
Undaunted still the heroes of the main,
The fiery warfare more intrepid wage.

* For the interesting particulars of this melancholy event, we refer our readers to Vol. III. page 299.

Hard fated tars ! nought boots your godlike deeds,
 Though pending dangers can't your hearts dismay ;
 True valour's sons oft crown'd with vict'ry's meeds,
 Must now before ferocious flames give way.

A keen embrace, a kind farewell, they take,
 On all they dearest hold God's bliss implore ;
 No time to write, or latter will to make,
 No friend to bear their dying wish on shore.

High roll'd the waves, chill blew the biting blast,
 The fire tormenting, and no succour nigh,
 Some took to spars, some grappled with the mast,
 While hundreds headlong dar'd at once to die !

Like ravens cluster'd on a tree forlorn,
 When Boreas howling Nature sheaths in snow,
 Becloud the bowsprit, seamen weary, worn,
 But life's last hold oft haplessly let go,

The fatal spot assistance reach'd too late,
 Already death had dreadful havoc made,
 And reckless rushing from their awful state,
 The debt of nature many rashly paid,

By friendly aid about one-sixth were sav'd.
 Tho' round him rag'd the sure devouring flame,
 Brave Captain Todd, the fiery ordeal brav'd,
 Ah ! too tenacious of a spotless fame.

The dread explosion thus appear'd to view,
 A darkness rose (as oft from Etna's height),
 Then form'd a pillar of a paleish hue,
 Majestic rising 'bove the reach of sight.

A stately ship thus Britain's Navy lost :
 But what are ships to precious lives compar'd ?
 Not all the wealth the globe itself may boast,
 These tars can ransom from death's ruthless guard.

TRANSLATED FROM THE GREEK OF SIMONIDES.

BY MR. G. DYER.

WHEN on the motley-painted chest the wind
 Blew boist'rous, and by dire commotion stirr'd,
 The rising surges roar'd,
 Fair Danaë, while trickled down her cheek
 The frequent tear, felt all a mother's pangs;
 Round her young Perseus, round her dearest babe,
 She threw, resign'd to fate, her lovely arms,
 And breath'd, thus softly breath'd, the sorrows of her heart.

Ah! me, my child, what griefs do I endure!
 Whilst thou, dear suckling-babe, ill-omen'd child,
 sleepest with heart at rest;
 sleepest in joyless brass-encircled house,
 And dark the night, tho' gleams the moon serene,
 The wave, that passes thy unmoisten'd locks,
 Thou heedest not, thou hearest not the winds,
 For calm is thy lov'd face, in purple vestment veil'd.

Ills now press on, and didst thou know those ill,
 How wouldst thou to my words, my words of woe,
 Lend me thy little ear!
 Sleep, then, my babe, thy mother bids thee sleep;
 And sleep the waves, and sleep my sea of cares.
 Yet, oh! my father, confound their schemes!
 Bold now the prayer—Oh! may my Perseus live!
 Still may he live, and still revenge his mother's wrongs.

SIMILE TAKEN FROM A SHIP COASTING ALONG
THE SHORES OF ARABIA FELIX.

(FROM MILTON.)

AS when to them who sail
 Beyond the Cape of Hope, and now are past
 Mozambic, off at sea north-east winds blow
 Sabeian odours from the spicy shores
 Of Araby the blest; with such delay
 Well-pleas'd they slack their course, and many a league
 Chear'd with the grateful smell old Ocean smiles;
 So entertain'd those odorous sweets the fiend.

COMPARISON OF A WELL-DREST WOMAN TO A SHIP IN FULL SAIL.

(FROM MILTON.)

BUT who is this, what thing of sea or land?
 Female of sex it seems,
 That so bedeck'd, ornate, and gay,
 Comes this way sailing,
 Like a stately ship
 Of Tarsus, bound for the isles
 Of Javan or Gadire,
 With all her bravery on, and tackle trim,
 Sails fill'd, and streamers waving,
 Courted by all the winds that hold them play;
 An amber scent of odorous perfume
 Her harbinger, a damsel train behind;
 Some rich Philistian matron she may seem,
 And now at nearer view, no other certain,
 Than Dalila thy wife.

Chorus in Sampson Agonistes.

THE STORM.

FROM DONNE'S POEMS. EDIT. 1669.

THEN, like two mighty kings, which, dwelling far
 Asunder, meet against a third to war,
 The south and west winds join'd; and as they blew,
 Waves, like a rolling trench, before them threw.
 Sooner than you read this line, did the gale,
 Like shot, not fear'd till felt, our sails assail;
 And what at first was call'd a *gust*, the same
 Hath now a *storm's*, anon a *tempest's* name.
 Jonas, I pity thee, and curse those men
 Who, when the storm raged most, did wake thee then.
 Thousands our noises were, yet we 'mong'st all
 Could none by his right name, but Thunder call:
 Lightning was all our light, and it rain'd more,
 Than if the sun had drunk the sea before.
 Some, coffin'd in their cabins, equally
 Grieve, that they are not dead, and yet must die:
 And, as sin-burden'd souls from graves will creep
 At the last day, some from their cabins peep,

And trembling ask "what news," and do hear so,
 As jealous husbands, *what they would not know*.
 Some, sitting on the hatches, would seem there,
 With hideous gazing, to *fear away fear*.
 There note they the ship's *sicknesses*; the mast
 Shook with an *ague*, and the hold and waste
 With a salt *dropsy* clogg'd; our tacklings
 Snapping, like to too-high-stretch'd treble strings.
 And from our tatter'd sails rags drop down so,
 As from one hang'd in chains a year ago.
 Pumping hath tir'd our men, and what's the gain?
 Seas into seas throw, we suck in again.
 Hearing hath deaf'd our sailors, and if they
 Knew how to hear, there's none knows what to say,
 Compar'd to these storms, death is but a *qualm*,
 Hell *somewhat lightsome*, the Bermudas *calm*,
 Darkness, Light's eldest brother, his birthright
 Claims o'er the world:

THOUGHTS RELATIVE TO
 AN EXPEDITION AGAINST ALGIERS.

THE piratical States of Algiers having of late engaged a good deal of the public attention, and it being generally reported that France meditates an expedition against that barbarous power, the ideas of an old English Admiral on the subject cannot be uninteresting. Algiers was a place of little consequence until the year 1514, when it was seized by the celebrated Barbarossa, under whose government it became a noted resort of pirates; this corsair candidly declared that his country was a nest of robbers, and he was their chief. The Emperor Charles V. urged by the repeated and clamorous complaints of his subjects, in 1541, fitted out a powerful armament to chastise the insolence of the barbarians. It consisted of twenty thousand foot, and two thousand horse, mostly veterans, together with three thousand volunteers, the flower of the Spanish and Italian nobility, and a proportionate naval force, under the command of the renowned Andrew Doria. With these mighty forces

Charles landed in Africa; but on the third day after his arrival, a storm dispersed his fleet, and sickness and famine made dreadful ravages in his army. He was obliged to confine his operations to defensive measures, though the enemy did not exceed in number a quarter part of his forces; and on the return of fine weather, was happy to embark in his fleet for Spain, with the shattered remains of his army. Other European powers have since attempted, with the same bad success, the subjugation of these barbarians, whose ravages have successively been felt by every maritime state. In the reign of James the First the complaints of the English merchants trading to the Mediterranean, caused a consultation of the Lords of the Council to be held, as to the means how the pirates of Algiers might be suppressed; and that experienced seaman, Sir William Monson, was ordered to deliver his opinion on the subject. The following are his sentiments, entitled "*The danger and uncertainty of surprizing Algiers, or taking it by siege, or otherwise.*"

Whosoever knows Algiers, cannot be ignorant of the strength of it: the inhabitants consist principally of desperate rogues and renegadoes, that live by rapine, theft, and spoil, having renounced God and all virtue, and become reprobates to all the Christian world. This town is, and has been of so great annoyance to the Christians lying over against it, that they have been often times forced to attempt it by surprise; but still have failed of their designs, either by intelligence the town has had, or by their carefulness to defend it; for no man but must think that a town which depends on its own strength, being in continual dangers of stratagems, and sudden surprises from the bordering enemies, both Moors and Turks, who have the convenience of gallies to transport and land an army at pleasure, will be extraordinary watchful and circumspect to fortify itself, and withstand all dangers that can befall it.

And if those Christian countries that lie open to the places aforesaid, could never prevail in their sundry attempts, being nigh them, and having conveniency to embark and transport an army without suspicion or rumour, and to be succoured by the islands of Minorca and Majorca, if necessity required, but especially having intelligence with some of the town for the delivery of it, as about fourteen years since it happened, by the practice of a renegado, called Spinola, which failed, what hope have we then to prevail, who cannot so secretly furnish an army or fleet, but that all the world must ring of it in their

gazettes and other intelligences? Or if it be once known in Marseilles, it cannot be concealed many hours from Algiers, there being a settled trade and correspondence between those two cities.

But allowing our designs to be kept secret till the very time we arrive upon that coast, yet the warning will be sufficient for a garrison town of less force, and fewer men than Algiers, to prevent a surprise.

In such a case as this the time and wind is principally to be regarded; for a large wind that is good to carry a fleet into a landing place in an open bay, will be dangerous if it over-blow upon a lee-shore, and it will make so great a sea, that it will be impossible for men, with their furniture and arms, to land without apparent danger; and what resistance a few men are able to make, I leave to consideration.

On the other side, if we ply into the bay with a scant wind, and it gives us a good entrance to land, by reason of the smoothness of the sea, yet the defendants shall have these advantages; they will descry us from the shore a long time before we can draw near, and consequently have time sufficient to withstand our landing. With their gallies they may cut off our boats with our men, if ships ride not within command of the shore; besides many other casualties the sea and weather affords. Besides, our boats can land but the third part of our men at once; by which means we shall attempt to land but with the third part of our army; and if we do it near the town they will still have warning enough; or if it be far off the march will be inconvenient, and they warned by fires.

But if we fail of surprising Algiers, and attempt it by siege, we have neither necessities to land our ordnance, nor to draw it to a place fit to raise a battery, wanting engines, cattle, and other conveniences for that purpose. It must be considered how to relieve our siege, and defend our besiegers, against the sallies of the town, which have ten men to one of ours. We must likewise forecast, if we fail of the attempt, to bring off our men with safety, as a point of great providence in a commander.

Whosoever shall enterprise Algiers, his greatest strength by sea must be in gallies, which can run near the shore, and command the landing place with their ordnance; or if an enemy draw down his forces there to withstand him, he may soon bring about his gallies, quit that place, and land where he shall see no danger: ships cannot do so when they are at anchor, but must have wind and tide for their purpose.

But all I can say is nothing to what follows; for you must understand the Algerines are a sort of outlaws, or miscreants, that live in

enmity with all the world, acknowledging the great Turk in *some* measure for their Sovereign, but no farther than they please themselves. Now that part of Barbary where Algiers is seated, is a spacious and fruitful country, and abounds in numbers of people; and though the king of it be a Mahometan, as well as the Algerines, yet they live in perpetual hatred and war; but so, that if either of them is attacked by Christians, they will presently join as partners in mischief; and we shall no sooner land, but be welcomed by three or four score thousand of these ungodly people. Having shewn the impossibility of taking Algiers, either by surprise or siege; now shall follow the little use we can make of it, either to annoy the King of Spain or any other potentate; as also the small profit we shall make of it; no, not so much as to defray the tenth part of the garrison, or any hope to go farther with a conquest.

If it be conceived to lie conveniently to annoy the King of Spain, or any other enemy, it will prove otherwise, considering the distance from England to be relieved, and the many casualties we shall undergo at sea, having neither the Christian nor Turkish shore to friend, and yet we must sail in the Mediterranean, where we cannot pass unseen or unmet, because of its narrowness.

The harbour of Algiers which must entertain us, is of so small a compass, that it will not receive above twenty ships, which number, and no more, we must allow both to annoy and defend ourselves from all enemies, either Christian or Turkish.

The place affords neither victuals, powder, masts, sails, ropes, or other necessities that belong to ships; and if there be but a want of the least of them, England alone must supply them. Then consider the charge and danger that is likely to follow to this little purpose; for the expence is certain, and less than five thousand men cannot be allowed for garrison, and the twenty sail of ships aforesaid. The profit and advantage that can be made of it, must be by theft and rapine by sea, which the Turks cannot afford us, they having little or no trade in shipping. The princes of Italy are in the same condition; and therefore our only hope must depend on the spoils of Spain, which we cannot expect in the Straights, they having no trade of importance upon those coasts; and what we shall take without the Straights we shall sooner do from England than Algiers; and prizes so taken will be sooner and safer brought for England than carried to Algiers, where they must pass so many dangers, as I have said before.

When this following action against the Turkish pirates was in agitation, it was solicited by the late Lord High Admiral of England, the Earl of Nottingham, who not long after resigned his office to the

Duke of Buckingham, who being young, and infected with the disease of youth, to hearken to base flattery, gave ear to those that thought to make use of his favour with the King, and advised him to promote this voyage, promising it would redound to his everlasting honour at the first entrance into his place: but the event of it shall appear to be caused by the ill management of it; for no doubt but the intention was to be commended, and the management was to be blamed,

MONTHLY REGISTER

OF

Naval Events.

WEST INDIA DOCKS.

THE 27th of August being the day of the final accomplishment of this vast undertaking, as early as six in the morning the royal standard was hoisted on the summit of the warehouse No. 8, and the different vessels in the river prepared to exhibit their flags and streamers from the mast-head. At eight o'clock the bells of Limehouse Church rang a merry peal, and about nine, the sailors on board the Henry Addington began to decorate the ship with the colours of the different nations, the British being placed above the rest. At ten o'clock the foot guards took their station on the North Quay, and a Corporal's guard was placed at the entrance into the town of Poplar. Four hundred workmen, who had been sworn in constables on the preceding day, were ordered to do duty in the vicinity of the coffer dam and the great bason. The Bow-street officers, to the amount of 100 and upwards, were likewise present; in short, every precaution was used to preserve order and prevent the pickpockets from committing their accustomed depredations. At eleven o'clock, crowds of people began to collect near the entrance lock and on the banks of the bason, and the company who had Directors tickets for the North Quay began to arrive in their carriages, &c. By twelve o'clock the concourse of people was immense on the North Quay, the side where spectators were admitted only by interest; there could not be less than three or four thousand persons; the tops of the warehouses, No. 2, 4, and 8. were crowded, and every window and outlet was in the same state. On the opposite sides of the great dock, the bason, &c. were as well attended.

Contrary to general expectation, preparations were made (half-an-hour earlier than the time appointed) for admitting the two ships into the Dock, viz. the Henry Addington and a loaded ship. The Henry Addington entered first, being towed in by the capstan, assisted by the labourers, who dragged the cable ropes affixed at the head of the vessel. Two small boats were likewise employed. On passing through the coffer dam, the chain of the flood-gates gave way, which stopped the proceedings for near five minutes, and on entering the lock leading from the great bason into the principal dock, the ship went against the side of the lock, and carried away a part of the stone, but providentially no damage was done to the ship. The Henry Addington, on entering the great dock, fired a royal salute of twenty-one guns, which was answered by repeated huzzas from the populace. The

loaded ship came in about five minutes after the first, without meeting any impediment. At half after one, they arrived at their moorings, immediately opposite the warehouse No. 8, on which occasion the guns were again fired. The band of the first regiment of guards, stationed on the North Quay, then struck up, "*God Save the King*," which was re-echoed by the City band on board the Henry Addington. It was one of the most beautiful sights ever seen, the ships coming in with a full breeze from W. ; the flags being all new, and placed from head to stern, and to the pennant at the mast-head.

During this novel exhibition many distinguished personages appeared on the North Quay : one party consisted of the Earl of Rosslyn, Lords Hawkesbury, Hood, Pelham, Glenbervie, Hobart, and Sir George Shee ; they arrived at twelve o'clock in the Admiralty yacht. The Lord Mayor, Mr. Ladbroke, Aldermen Hibbert and Curtis, and Mr. Pybus, came in the Trinity yacht at the same time. Sir Sidney Smith was on board the Henry Addington when she came in. He came up from Chatham in his own sloop. He afterwards came ashore dressed in green, with a star on his breast. The whole of the above Gentlemen afterwards went on board the Henry Addington and partook of the refreshments ; and about half past three, Earl Rosslyn, and Lords Pelham, Hawkesbury, and Glenbervie, with Sir Sidney Smith, &c. went up the river in the Admiralty barge. A pleasure-boat, with a green awning, and rowed by two watermen in uniform fancy dresses, were actively employed in conveying the company from the North side of the ship. At five o'clock an elegant dinner was set out in the great cabin for the ladies, &c. on board. Mrs. Lacey, the Captain's Lady, presided at the festive board. "*The King*," and other loyal toasts, were drank with enthusiasm. In the evening there was a ball on board, when about twenty couple danced. The colours were taken down about seven o'clock. The scene, aided by the fineness of the day, attracted about ten thousand spectators, who seemed perfectly gratified with this happy completion of one of the greatest undertakings which could possibly be accomplished, and will not only relieve the commercial interest from the long complained of inconveniencies in the River, but be a security against that regular system of robbing ships in the night, so long practised with impunity.

Nothing can be conceived more beautiful than the Dock itself, even independent of the magnificent living drapery with which it was surrounded. The water was of the necessary depth, about sixteen feet, and its surface, smooth as a mirror, presented to the eye an haven secure from storms, and the mind anticipated those sensations of pleasure and delight which all the nations of the world, after buffetting storms and tempests, must feel when lodged in its tranquil bosom.

MEMBERS returned to PARLIAMENT for

Borough of Dunfermline, otherwise Launceston.
Captain Richard Henry Alexander Bennett,

Borough of Truro.
Captain Edward Leveson Gower,

Orkney and Zeland.
Captain Robert Honyman,

Borough of Portsmouth.
Captain John Markham.

Burghs of Dunfermline, Stirling, Inverkeithing, Culros, and Queensferry.
Honourable Captain Alexander Cochrane,

Naval Courts Martial.

PORTSMOUTH, AUGUST 2.

A Court Martial was held on board his Majesty's ship *Donnegal*, on Mr. JOHN WEIR, Boatswain of the *Beaulieu*, for neglect of duty, and taking improper women on board. The charge not being proved, he was acquitted.

23 and 24. A Court Martial was held on board the *Donnegal*, on Captain C. B. JONES, of his Majesty's sloop *Beaver*, on the following charges exhibited against him by Lieutenant WILLIAM CASE, of the said sloop—

1. For running the ship on shore through obstinacy ; which was not proved, but found frivolous and vexatious.
2. For tyranny and oppression ; which was partly proved.
3. For having used language to the said Lieutenant, scandalous and unbecoming the character of an Officer ; which was proved.

And he was accordingly adjudged to be dismissed his Majesty's service.

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Anecdote of the Gallantry of a British Seaman.—In the very spirited, though unsuccessful, attack on Admiral Linois' squadron in the Bay of Algeiras, the 5th of July 1801, the heavy fire the *Cæsar* had sustained had rendered every boat perfectly useless. Rear-Admiral Sir J. Saumarez deeming it necessary to send some particular orders of great consequence (in the then state of the action, and the perilous situation of the *Hannibal*, of 74 guns, Captain S. Ferris, on shore, and very much exposed to a raking fire of shot and shells from Linois' squadron and the batteries at Algeiras, manned by French artillerymen, without her being able to bring a gun to bear) to the *Venerable*, of 74 guns, Captain S. Hood, he went to the railing of the quarter-deck, and asked who could swim ? A young seaman, named Collins, nineteen years of age, one of the Admiral's barge's crew, immediately run up the ladder, and answered, he could very well. He immediately stripped, took the orders in his mouth, went over the side, and actually swam to the *Venerable*, then fifty yards off ; delivered the orders to Captain S. Hood, took the answer in his mouth, and accomplished his return to the *Cæsar* in about forty-nine minutes, to the astonishment of every person on board. The sea was literally splashed with shot and shells during the time Collins was swimming to and from the *Venerable*. His name is deserving a place in the annals of British seamen's daring intrepidity in the hour of danger. This gallant business of Algeiras Bay on Linois's squadron was the means of saving Lisbon, which was to have been attacked by the French and Spaniards jointly, had not this action, and the subsequent victory off Cadiz, on the 12th July 1801, occurred. This circumstance is not generally known, but does credit to the foresight of Rear-Admiral Sir J. Saumarez, K. B.

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Letters received by an American ship, arrived at Falmouth, state the capture of the *Porcher*, country ship, Captain Blake, by the *Bellona* French privateer, in the Bay of Bengal, on the 23d of February last, and that she was carried into the Isle of France. Both ships were in possession of the signing of the Preliminaries of Peace, yet it was expected the ship and cargo would be condemned.

FRAUD ON THE UNDERWRITERS.

MANSION-HOUSE, Aug. 26.—An examination took place of William Codling, Captain of the Adventure brig, bound from London to Leghorn, and sunk off Brighton, on Sunday the 9th of this month; as also of Wm. M'Farlane, one of the owners of the said brig.

Thomas Cooper, Mate of the said vessel, who was admitted as a King's evidence, deposed, that he went on board the said vessel in the Downs, having engaged to make the voyage with her; but that a short time after he had come on board, he was prevailed upon by the persuasion of the Captain to join in a scheme that was proposed of sinking the vessel, after having first plundered her. On Saturday night he, by the particular desire of the Captain, broke open some boxes containing watches, which the Captain carried ashore at Deal; the Captain provided augurs for boring holes in the ship's bottom, and the next day, the vessel being near Brighton, this witness, at the Captain's desire, bored several holes in the ship's bottom. The rest of the crew of the vessel, about five or six in number, confirmed the account given by the Mate, and said, that on Saturday, as well as Sunday, the Mate was shut up with the Captain in the cabin; that the boys who used to attend in the cabin were not permitted to go down; and from all those circumstances, the crew suspected that something wrong was going forward: that on Sunday, finding the ship make a great deal of water, they were all busily employed at the pumps; but the Captain cried out, "d—n you, never mind her; d—n the pumps, let her go to the bottom."—After this, the Mate went down into the hold, with a crow bar; and in a short time afterwards, the leak was found to have increased prodigiously, and the vessel to be in a sinking state. Signals of distress were then made, and several boats came off to her assistance; but the Captain would not suffer them to come alongside, but called out to them to stand off, saying they should have nothing to do with the vessel till he had done with her: a short time afterwards the vessel sunk, and the crew got ashore in the boats. A day or two afterwards Mr. Easterby, and Mr. M'Farlane, two of the ship's owners, came down to Brighton, and paid the crew their wages, without asking any particular questions about the loss of the ship.

Richard Brewer, a ship-builder, resident in Shoreham, hearing of the loss of the ship, went immediately down to Brighton, and seeing part of the ship's mast still above water, by fastening ropes to it, he contrived to have the vessel drawn under water so near the shore as to be in a state of safety. While he was doing this, he was very much opposed by one Read, who pretended to have the possession of the vessel as supercargo (and which Read is now in Lewes gaol).

The witness, however, said he was determined to keep the vessel till he knew who were the real owners of her. The Captain was with Read at the same time, and seemed very unwilling to leave the vessel in the witness's possession. The witness afterwards brought the vessel on shore, and upon examining the state of her bottom, he found several holes which appeared to have been bored with augurs, and a larger one that appeared to have been made by such an instrument as a crow bar. He then produced three augurs which were found in the ship upon her examination.

Mr. Tasker was present when the ship's hatches were opened for the purpose of examining her cargo. He said that a considerable number of articles which the ship's papers and her clearances at the Custom-house proved to have been shipped on board of her, were not to be found; in particular, several cases of hats, several boxes of Irish linens,

249 ounces of worked silver, and a variety of other articles were then missing.

Mrs. *Patterson* proved that twenty-two packages of goods found at her house were brought by her from the house of Mr. M'Farlane (in a former examination she said that she had removed them at the desire of Mr. M'Farlane, which she now denied.)

Mary *Smith*, her sister, and who lives in her house, said those things were brought to the house by her sister in a coach, at the hour of twelve o'clock at night. She confessed that the word "stores," were marked upon some of the packages. The packages were proved to be part of the ship's cargo.

John *Perry*, an officer of the Marine Police (after having apprehended Mr. M'Farlane), found at the house of Mrs. *Patterson* the twenty-two packages before-mentioned, and which were proved to belong to the cargo of the *Adventure*.

Mr. *Raff*, organ-builder and musical instrument maker, proved, that he had been employed by Mr. *Easterby*, one of the owners, to make a grand piano forte, which *Easterby* said was for his daughter; and afterwards, by the order of Mr. *Easterby* and M'Farlane, he made several other musical instruments, particularly organs, to be exported by this ship *Adventure*; since that time, and since the loss of the said ship he has seen two of the said organs, the one at Mr. *Easterby's*, the other at Mr. M'Farlane's; he also saw the grand piano forte, although that, as well as the organs, had been entered in the ship's papers for exportation.

Thomas *Blagdon*, a waterman and lighterman, proved, that by the particular desire of *Easterby*, he carried about ten tons of goods from the Custom-house to Canada wharf, where *Easterby's* house is; that many of these parcels were marked A. M. (the same marks as the parcels had which were found at Mrs. *Patterson's*).

Several clerks of the Custom-house proved the entries and clearances made at the Custom-house, which were for a much larger quantity of goods than were found on board her.

Edmund *Storow* had been an apprentice to *Easterby*, when he was a sail maker in *Sunderland*; remembers to have been present at a conversation which took place at the house of *Easterby* between *Easterby* and M'Farlane, about the possibility of sinking ships, so as to take in the underwriters: it was then agreed that the *Adventure* should be so sunk, and the plan then was, that the witness should go out as supercargo, sell as many articles as he could at *Gibraltar*, and then sink the ship.

Mr. *Blacket*, a Broker, proved, that he had been commissioned by Mr. M'Farlane, to insure for him to the amount of 5000*l.* whereas it had been before proved, that the entire value of the cargo did not exceed 3500*l.*

The evidence being closed, Captain *Codling* and Mr. M'Farlane (being called upon to shew why they should not be committed for trial) refused, at the present stage of the business, to make any defence; but requested by their Counsel that they might be admitted to bail. This was refused by his Lordship, and they were fully committed to Newgate, in order to take their trials at the next Admiralty Sessions at the Old Bailey.

A letter from an Officer of his Majesty's ship *La Sensible*, lost off the Island of Ceylon, on the 3d of March, says, "The *Sensible* is lost, and all hands, except one, are saved. At two o'clock in the morning of the 3d of March, she went on shore on the island of Ceylon—a strong current must have taken us out of our course. The night was passed

in the most anxious way imaginable, not knowing exactly where we were, close to the breakers, the surf on which got higher every minute, and all our efforts to get the ship off proved in vain—she soon bilged, and at eight o'clock on Wednesday night, after sixteen hours severe fatigue, the Captain was obliged to order the people, for the preservation of their lives, to quit her. Thank God only one man was lost, who was found dead in the ship. Had we been a cable's length, in either direction, from the place in which the vessel was wrecked, we must all inevitably have perished."

Extract of a letter from Mr. THOMPSON, late 1st Officer of the Highland Chief.

"Brig Roebuck, off Vizagapatam, March 5, 1802.

"I am sorry to inform you of the capture of the Highland Chief, by the French privateer brig *La Subtilite*, of five guns, 116 men, commanded by Capt. Pineau, in lat. 2. 12. S. and long. 93. 36. E. on the 9th February, at 2 P. M. after an action of about half an hour, when they soon got possession by boarding us with 75 men, the greatest part being intoxicated. The Portuguese seamen and Lascars having run from their quarters, we had only twenty-one English in all for the defence of the ship. They boarded us on the weather side, having every thing in readiness for that purpose—the men being in the tops and rigging, and the back of the sails towards us, we were prevented from seeing their intention.—I am sorry to add, Capt Greenway was killed on the poop after the action. The greatest part of the letters have been lost, and Mr. Haldane is gone in the *Highland Chief* to the Isle of France.

"When the privateer was first seen she was to windward, with American colours flying, and supposed to be the American brig *Roebuck*, which vessel the *Highland Chief* sailed in company of from the Cape, and had been seen twice during the passage: she continued edging down on the *Highland Chief*, carefully concealing her guns and people, (as only three Europeans and a few black faces were seen) until she came within hail, when an answer was given in tolerable English to a question that had been asked?—it was then discovered that she had guns, and that they were shifting them over to the side next the *Highland Chief*, which first occasioned suspicion of her being an enemy; and after three or four rounds with the great guns, the contest was terminated by boarding, as above stated.

"Some of the crew of the *Highland Chief* were wounded by cutlasses, in boarding, but no other life was lost than Captain Greenway's, which probably may be attributed to the general state of intoxication of the crew of the privateer, for he was shot from a blunderbuss, out of one of the tops, after the ship had struck. The loss of the enemy was one officer and seven men killed, and nineteen wounded.

"The day after the capture of the *Highland Chief*, the privateer fell in with the *Roebuck*, and fired into her, notwithstanding she had American colours flying, by which some of her stays and other considerable damage was sustained; and Monsieur Pineau made no ceremony afterwards of plundering her of such articles as he wanted; he then ordered the boats of the *Roebuck* to be hoisted out, to receive the prisoners on board; but they were first employed upwards of 30 hours in carrying the guns and various articles from the *Highland Chief* to the privateer, previous to her dispatch to the Mauritius, after which the prisoners were put on board the *Roebuck*, with a promise of a sufficient supply of water and provisions, &c. but the quantity of both was very scant, and a want of the former article obliged the *Roebuck* to put into Vizagapatam.

"The *Roebuck* arrived with the crew of the *Highland Chief* at Calcutta on the 14th March. The cargo of the prize was worth 40,000l."

PLYMOUTH REPORT,

FROM JULY 18 TO AUGUST 25.

July 19. Wind S. Fair. This forenoon the remains of the Dutton East Indiaman, wrecked in 1796, under the Citadel Rocks, were buoyed up, and towed into the Pool for sale. Sailed the Beaver, 18 guns, Captain Jones, for Portsmouth, to be paid off. Came in the Crescent frigate from Jamaica, after a passage of seven weeks. She left the greater part of the British fleet preparing to return home.

20. Wind S. W. Hard Rain. Sailed for Spithead, the Crescent frigate to be paid off. She just victualled and watered previous to her sailing to the eastward. Orders came down this day for the following men of war, fitting for sea in Hamoaze, as soon as their crews are completed to their peace establishments, to go into the Sound, and to be victualled for four months, viz Centaur, 74 guns, Rear Admiral Dacres, Captain Littlehales; Courageux, 74 guns, Captain Hardy; Belleisle, 84 guns, Captain Whitby; Fisgard, 48 guns, Captain Wallis; Hussar, 36 guns, Captain P. Wilkinson; Carysfort, 32 guns, Captain Munday; Sirius, 36 guns, Captain Prowse. It is supposed this little squadron will go a Channel cruise, to exercise the officers, seamen, and marines.

21. Wind S. W. This being the anniversary of the Birth Day of his Royal Highness Admiral the Duke of Clarence, K. T. was observed here with every mark of respect. Last night, to consolidate the two balls for the Duke of York's and Duke of Clarence's birth day, there was a grand dress ball at Fridham's Long Rooms, Stonehouse, which was fully and fashionably attended. The Admiral of the port the Captains of the Royal Navy, together with Major General England, Major General Baywaters, and the Officers of the Army and Royal Marines, were present on the occasion.

25. Wind W. S. W. Hard Rain. The blue flag has been flying all day for a fleet from the westward, but the ships composing it made so large an offing, that the trawl boats could not speak them. Yesterday there was a large sale of serviceable stores landed from the different men of war at the Victualling Office here, viz. 100,000 lb. of prime cheese, which sold at 56s. per cwt. and 100,000 lb. of Cork butter, which sold at 58s. per cwt. These quick sales of serviceable and unserviceable stores reflect great credit on the Commissioners of the Victualling Board, and is a great saving to Government.—This being the Anniversary of the Defeat of the Grand Spanish Armada in 1588, by Admiral Lord Howard and two Plymouthians, Admiral Hawkins and Sir F. Drake, was observed here as usual as a Gala Day.

26. Wind W. N. W. Rain. Came in from a cruise the Peterell, 18 guns. All the ships expected here from the Straits are to bring home troops from Malta and Minorca. Orders came down this day for the following ships to proceed for Portsmouth, to be paid off, on their arrival from the West Indies, if they should put in here by contrary winds: Leviathan, flag-ship, Excellent, Magnificent, Cumberland, Audacious, Goliath, Ganges, and Elephant, of 74 guns each, Severn, 44 guns, Emerald, 36 guns, Decade, 44 guns, Venus, 36 guns, Andromeda, 36 guns, Castor, 32 guns, Heureux, 24 guns, and Drake, 18 guns. The Gaieté 38 guns, and Osprey, 18 guns, are to be paid off here on their arrival.

27. Wind W. S. W. Rain. Went up the harbour to new step her bowsprit and get in her fore-top mast, which she lost in a gale of wind a few days since, the Cygnet, there being too great a swell in the Sound for that purpose. This afternoon a fishing boat turning out of Catwater to fish off the White Buoy in the Sound, the sheet being belayed, it jibbed and overset her upon the rocks of the Cobler's Ledge, by which accident she filled, overset, and went down. Her crew, two industrious fishermen, with large families, were drowned.

28. Wind W. S. W. Rain. This day the Fisgard, 48 guns, Captain Wallis, was paid off all standing, and recommissioned again directly. The St. George, 98 guns, Captain Lobb, was also paid off, and laid up in ordinary.

29. Wind W. S. W. Fair. This forenoon the *Ville de Paris*, 110 guns, was hauled alongside the sheer hulk to have her lower masts taken out. Went into dock, to be repaired and fitted for commission, the *Doris*, 44 guns, lately paid off at this port, as the ordinary at this port will be larger than was ever known in Hamoaze and the river Tamar. All the bowsprits are to be taken out and laid up in the mast ship for convenience of the service. The Captain, 74 guns, Captain Boyles, was paid off this day, her crew discharged, and laid up in ordinary.

30. Wind S. W. Fair. Sailed the *Amethyst*, 38 guns, Captain Glynn; *Glenmore*, 44 guns, Captain Lord Proby; *Galatea*, 36 guns, Captain Wolfe; for Guernsey, to take in Dutch troops for Holland, from the Isle of Wight — Sailed the *Peterell*, 18 guns, to recall by signal the *Sirius*, 36 guns, Captain King, which is to go up the Harbour to be paid off and recommissioned, all standing. Captain King had lately the command of a flying squadron of cruisers against the smugglers, viz. *Carysfort*, 32 guns, *Imogene*, 18 guns, *Rosario*, 18 guns, and *Peterell*, 18 guns. The Duke of Kent Packet, from Halifax, Captain Dennis, lately arrived at Falmouth, after a passage of only fifteen days.

31. Wind W. S. W. Fair. The new regulations respecting the limits allowed to smugglers, is altered from four leagues from any headland, and is extended to eight leagues from the nearest headland, which will be a great advantage to the cruisers and revenue cutters.

August 1. Wind W. N. W. Fair. Came in a large Danish ship from the Baltic, with timber for the dock yard. Passed up, a line of battle ship, but she made so large an offering the trawl boats could not speak her. Came in from a cruise, the *Carysfort*, 36 guns, Captain Mundy, and the *Sirius*, 36 guns, Captain King. They are to go up the harbour to be paid off, all standing, and immediately recommissioned.

2. Wind W. S. W. Fair. Sailed several coasters to the eastward. Went up the harbour the *Carysfort*, 36 guns, Captain Mundy, and the *Sirius*, 36 guns, Captain King, to be paid off. Orders are come down to receive the *Genereux*, 84 guns, and *Cæsar*, 84 guns, from Portsmouth, as soon as they have performed quarantine, to be paid off, and laid up in ordinary in the River Tamar, on account of their great draught of water.

3. Wind W. N. W. Fair. Came in from Malta, last from Gibraltar, *La Diana*, 44 guns, and the *Tamar*, 38 guns, from the West Indies. They are to be paid off as soon as they go up the harbour, and laid up in ordinary. This day the *Foudroyant*, 84 guns, was paid off, and laid up in ordinary; and the *Fisgard*, 48 guns, Captain Wallis, was paid off all standing, directly recommissioned, and the same officers appointed to her.

4. Wind N. N. E. Fair and Sultry. *La Commerce de Marseilles*, 120 guns, is now alongside the North Jetty Head; her upper deck and upper works are to be ripped off to lighten her, previous to her going into dock to be ripped up, and her materials sold, as she is too much hogged to be worth the enormous expence of repairing.

5. Wind E. N. E. Fair. Came in from Malta, Minorca, and Gibraltar, but last from Spithead, that fine ship *La Genereux*, 84 guns, Captain V. C. Berkeley, the last of the Nile Fleet, which escaped Vice-Admiral Lord Nelson, the glorious First of August, 1798, in the Bay of Shoals, off Alexandria and was captured off Malta. The wind being quite fair, she made a signal to Rear Admiral Dacres which was answered directly, and she ran up the harbour to her moorings, to be stripped, paid off, and her crew discharged.

6. Wind N. N. E. Fair. This day the Captain, 74 guns, Captain Boyles, was paid off and laid up in ordinary. Went up the harbour to be paid off, the *Diana*, 44 guns, Captain Stephenson, and *Tamar* 38 guns. The *Carysfort*, 32 guns, went into Barn Pool to have her rigging overhauled, and new set up.

7. Wind E. N. E. Fair. Arrived from Spithead, the *Cæsar*, 84 guns, Captain Downman, when released from quarantine. Rear-Admiral Sir J. Saumarez, K. B. struck his flag, and set off for London with Lady Saumarez, who

arrived from Guernsey in the Pigmy cutter, Lieutenant Shephard, an advice-boat to the squadron. The wind being fair, she went up the harbour to her moorings to be stripped and paid off. She was received as an old friend returned to port after a long absence. She was launched in 1793, and has been in active service ever since; was in the battle of the glorious 1st of June 1794; was engaged, July 5th, 1801, when Rear-Admiral Sir James Saumarez, K. B. so gallantly, though unsuccessfully, attacked Linois' squadron, under cover of the Spanish batteries at Algeiras, and again off Cadiz on the 12th of the same month, when the little British squadron defeated a superior fleet, and the two Spanish first rates blew up with a dreadful explosion, and the St. Antoine, 74 guns, was taken.

8. Wind E.N.E. Fair and Sultry. Came in the Imogene, 18 guns, Captain Vaughan, from a cruise against the smugglers. Captain Prowse, of the Sirius, 36 guns, is to have command of a squadron of frigates and sloops to cruise from the Provost Point to the Dodman. Captain King is set off for Bath.

9. Wind E. N. E. Cloudy. Passed up from Falmouth the Dutch squadron from thence for the Texel. Came in the Viper cutter, Lieutenant Coghlan, from a cruise. The new ships building here, viz. the Union, 120 guns, Caledonia, 120 guns, and Hibernia, 120 guns, are to have several gangs put on them, as soon as the ships wanting immediate repairs go out of dock.

10. Wind E. N. E. Hard Rain. Went out of dock, the Dorset Yacht, Captain Sir A. Schomberg, Knt. She has been thoroughly repaired, and fitted up for his Excellency the Lord Lieutenant of Ireland, and sails for Dublin as soon as rigged and ready for sea.—The Pilchard Fishery has begun with great success on the coasts of Devon and Cornwall, and promises to be very productive.—This forenoon Mr. Eastlake, Solicitor for the Admiralty at this port, and Coroner, took an inquest on the bodies of the two poor fishermen drowned on the Cobler's Reach. Verdict, *Found Drowned*.

11. Wind E. S. E. Cloudy. Came in La Bourdelais, 24 guns, Captain Manby, from Jamaica, in forty one days. Left the fleet all well at Port Royal, but some of the islands were unhealthy. She just victuals and waters, and then goes to the eastward to be paid off. This day fifteen cases of curiosities from Egypt, of various kinds and of great value, were landed at the pier head, and lodged in the warehouses of Mr. Lockyer, merchant. They were collected by order of Lord Elgin in Egypt, and sent by the Diana, 44 guns, for England. If the duties are paid here, the boxes will be opened; if in London, they will be forwarded by the first coaster.

12. Wind E.S.E. Cloudy. Being the Anniversary of His Royal Highness the Prince of Wales's Birth Day, was observed here with every mark of respect, his Royal Highness being Lord High Steward of this borough, Sailed the Bourdelais, 24 guns, for Chatham, to be paid off and laid up in ordinary. Came in from Cork, the Beaver, 16 guns, Captain J. Jones. She had been with discharged seamen, and is returned here to wait for orders.

13. Wind N. N. W. Fine and Fair. Sailed for Weymouth, to attend on their Majesties, the Saint Fiorenzo, 40 guns, Captain Bingham, having received a thorough repair.—Three of the boxes containing the curiosities from Egypt have been opened, one contained a beautiful Grecian Statue of a Centaur; a second, contained one of twenty-one brass guns on curricie carriages, used with great success by Bonaparte at the siege of Cairo; and the third, two shafts of pillars of exquisite workmanship, apparently Egyptian. Most of these curiosities were collected amidst the ruins of Corinth and Athens. The boxes were soon closed up again, to the disappointment of the Virtuosi.

14. Wind N. N. W. Fair. The Diana, 44 guns, was this day paid off and laid up in ordinary. The Doris, 44 guns, lately paid off and gone into dock, is to be recommissioned for Channel service as soon as she is repaired.

15. Wind E. N. E. Fair. Mr. Whitford, Coroner for Devon, took an inquest on the body of a seaman who hung himself in a sentry box near Stonehouse Hill. Some symptoms of derangement having appeared, the Jury found a verdict of *Lunacy*. Rear-Admiral Sir James Saumarez, K. B. after his leave

of absence is out, will certainly return to the Straits as Commander in Chief on that station, and takes with him his late Secretary, Mr. Champion. Came in the Abundance transport with troops and stores from Gibraltar. Also the Netley schooner with hemp lately purchased at Gibraltar.

16. Wind E. S. E. Fair. Orders came down this day for the *Teresa* armed transport, with naval and military stores for Quebec, to proceed to sea as soon as possible, for fear, from the lateness of the season, she might not reach the River St. Lawrence previous to the setting in of the ice.—This being the Anniversary of the Birth Day of Field Marshal His Royal Highness the Duke of York, Commander in Chief, was observed with every mark of respect. The Royal Artillery fired a triple royal salute, and the 26th and 28th regiments of foot, just returned from Egypt, answered on Government Lawn with three excellent volleys.

17. Wind E. N. E. Fair, but excessively sultry. Came in from Jamaica, his Majesty's sloop *Lark*, 16 guns, Captain E. P. Brenton, after a passage of forty-four days, as she left Jamaica the 4th of July. On the 8th of July, off Cape Antonio, she spoke the *Bristol*, of Bristol, homeward bound, with a cargo. On the 5th of August, in long. 33. spoke the *Hibberts*, Lieutenant *Hibberts*, *Queen* and *Two Brothers* transports, with the 29th regiment of foot, Lieutenant Colonel Lord F. Montague, all well, steering for Halifax, with the wind at W. Captain Paul, late of the *Wimbledon*, 14 guns, came passenger. On the 14th instant, within nineteen leagues of Scilly, spoke the *Duke of Montrose* and *Monarch East Indiamen*, standing up Channel. On the 15th instant spoke the *Jane* brig in great distress, in the chops of the Channel, for provision and water, which Captain Brenton very humanely supplied her with for the relief of the crew.

18. Wind S. S. W. Fair and Sultry. Sailed the *Lark*, 16 guns, Captain Brenton, for Woolwich, to be paid off. Came to, off the Bolt Tail, the *Duke of Montrose* and *Monarch East Indiamen*. Mr. Mortimer, Purser of the latter, with Dispatches for Government and the Honourable East India Company, was put on board a pilot boat, and landed at six P.M. at the Pier Head. A post-chaise and four was provided by the Agents to the Honourable East India Company at this port, when Mr. M. set off express directly for London. The *Duke of Montrose* and the *Monarch* were seven weeks from St. Helena. The above East Indiamen made sail directly for the Downs.

22. Wind S. W. Rain. Came in from the *Texel*, by contrary winds, the *Bato*, 76 guns and 850 men, Captain Claris, having on board for the Cape of Good Hope, to receive restitution of that settlement from Lieutenant General Dundas, the Governor-General Jarissen, Commissary-General De Mist, with several Civil Officers of the colony, with their ladies, suites, and families. She hoisted the new Batavian ensign, and saluted Rear-Admiral Dacres with thirteen guns, which the Port Admiral returned with an equal number. The Governor, Commissary General, Captain Claris, and their suites, landed yesterday, and paid a visit of compliment to Rear Admiral Dacres, which was returned by the Port Admiral and Captains of the Royal Navy this forenoon, at the Prince George Hotel (Payne's). The dress of both Naval and Military Officers is excessively handsome and splendid. Captain Claris was a prisoner in the late war for two years, and was particularly happy to see those gentlemen who had during his captivity softened the rigours of confinement.

24. Wind Variable. Cloudy. Passed through this town for Dock, — Garthshore, Esq. one of the Lords of the Admiralty, Captain Harwood, and B. Tucker, Esq. two of the Commissioners of the Navy: Earl St. Vincent, Captain Markham, and Mr. Marden, Secretary, are expected to-morrow, when they will inspect the ships in ordinary, Brewery, Victualling Office, Dock Yard, &c. &c. This morning at two A.M. several guns of distress were heard from the back of Drake's Island; but it being foggy, no boats could venture off till day-light, when craft went from the yard, and it proved to be a sloop of war, of 16 guns, ashore on the bridge between the island and Mount Edgcumbe. The crew had cut away her masts, and it is supposed she will get off next tide. No lives were lost.—Went up the harbour, the *Abundance* transport, with hemp for the Dock Yard.

PORTSMOUTH REPORT,

FROM JULY 25. TO AUGUST 23.

July 26. Arrived the *Leda*, of 36 guns, Captain Hope, from the Mediterranean, last from Lisbon; and the *Port Mahon*, sloop of war, Captain Buchanan, from Gibraltar.

27. Arrived the *Genereux*, of 74 guns, Captain Berkely, from Gibraltar.

28. Arrived the *Mondovi* sloop of war, Captain Richardson, from Gibraltar.

29. Sailed the *Camilla*, of 20 guns, Captain Hill; and *Galgo*, of 16 guns, Captain Dod, for Newfoundland; and the *Childers* brig, Captain Delafons, on a cruise.

30. Sailed the *Lapwing*, of 28 guns, Captain Rotheram, on a cruise; the *Diana* frigate, Captain Stephenson, for Plymouth; and the *Bloodhound* gun-brig to the eastward.

31. Arrived the *Hawke* sloop of war, from the Leeward Islands. Sailed the *Cæsar*, of 80 guns, Captain Downman, for Plymouth, to be paid off.

August 1. Sailed the *Genereux*, of 74 guns, Captain Berkeley, for Plymouth; and the *Hawke* sloop of war, Captain Johnstone, to the Eastward, to be paid off.

2. Arrived the *Gaieté* sloop of war, Captain J. Briggs, from the West Indies.

3. Sailed the *Gaieté*, of 16 guns, Captain Briggs, for Deptford, to be paid off.

4. Sailed the *Woolwich* Store ship, Captain Jennings, for Jamaica; and the *Prevoyant* Store ship, Captain Brown, for the Mediterranean.

5. Arrived the *Constance*, of 24 guns, Captain Mudge, from Leith.

11. Arrived the *Jamaica*, of 36 guns, Captain Rose, from the Downs.

12. Arrived the *Resistance* of 38 guns, Hon. Captain Wodchouse, from attending his Majesty at Weymouth.

13. Arrived the *Alexander*, of 74 guns, Captain M. Dixon, from the Mediterranean. Sailed the *Constance*, of 24 guns, Captain Mudge, for Weymouth.

14. Arrived the *Jalouse*, of 18 guns, Captain Strachey, from the Downs. She sailed again this evening for the same place.

16. Arrived the *Lapwing*, of 28 guns, Captain Rotheram, from cruising off Brighton; *Constance*, of 24 guns, Captain Mudge, from Weymouth; and the *Morgiana* Sloop of war, Captain Raynsford, from a cruise.

19. Arrived the *Melpomene*, of 44 guns, Captain Sir Charles Hamilton, with part of the 59th regiment on board, from Antigua; *Penelope*, of 36 guns, Captain Broughton, in thirty days; and *Champion*, of 24 guns, Captain Lord Stuart, in forty days, from Malta; *Coromandel* armed transport, Lieutenant Reeler, with the 20th regiment of Dragoons, from Jamaica; *Beaver* Sloop of war, Captain Jones, from Cork, last from Plymouth; and the *Netley* Schooner, Lieutenant Lawrence, from Ireland.

20. Arrived the *Delft*, armed *en flute*, Captain Redmill, with troops on board, from Jamaica. Sailed the *Morgiana* Sloop of war, Captain Raynsford, on a cruise.

21. Arrived the *Wassenaar*, armed *en flute*, Captain Baker, with the remainder of the 5th regiment of foot, from Gibraltar; and the *Eurus*, armed *en flute*, Captain Cowen, with troops from Malta. Sailed the *Melpomene* frigate, Captain Sir C. Hamilton, for Deptford, to be paid off; and the *Rambler* Sloop of war, Captain Innes, on a cruise.

22. Arrived the *Magnificent*, of 74 guns, Captain Giffard; and the *Milbrook* schooner, Lieutenant De Starck, from Lisbon. Sailed the *Champion*, of 24 guns, Captain Lord Stuart; and *Jamaica*, of 24 guns, Captain Rose, to the Eastward, to be paid off; and the *Redbridge* schooner, Lieutenant Leggiprice, on a cruise.

Promotions and Appointments.

DOWNING-STREET, AUG. 21, 1802.

The King has been pleased to appoint Sir John Borlase Warren, Bart. Knight of the Most Honourable Order of the Bath, and Rear Admiral of the White Squadron of his Majesty's Fleet, to be his Majesty's Ambassador Extraordinary and Plenipotentiary at the Court of St. Petersburg.

Captain Cumberland is appointed to La Pique, *vice* Young.

Captain Prowle, to the Sirius, *vice* King.

Captain C. B. Ross, of the Druid, to the Desirée.

Captain H. Whitby, to the Æolus.

Captain T. Innes, to the Rambler, *vice* Rye, indisposed.

Captain Grosset, to the Port Mahon, *vice* Buchanan.

Captain Venour, to the Calypso.

Captain Lock, to the Revolutionaire frigate, *vice* Capel.

A Skene, Esq. lately promoted to the rank of Post Captain, has been appointed to the command of La Déterminée, of 24 guns. La Déterminée is under orders to cruise on the northern coasts for the interruption of smugglers.

Lieutenant Cottrell, to the Druid.

Lieutenant Trelawny, to the Pelican, *pro tempore*.

Lieutenant Atcheson, to the Censor gun-vessel, *vice* Christian.

The following Officers of the Royal Marine Corps, on account of their eminent services, are to retire upon their full pay :—

Colonels Varlo, McDonald, Cuming, Monro, Spry, Archibald;—Captains Patten, A. Ball, Colby, Foster, G. Young, Weir, Simpson, Hopper;—Captain-Lieutenant Rea;—First Lieutenants Halls, Ransley, Ede;—Second-Lieutenants Tait, R. W. P. Day, and Green.

Lieutenant-Colonel Flight, of the Portsmouth Division of Royal Marines, is appointed Deputy Paymaster of the Plymouth Division, *vice* Weir, deceased.

MARRIAGES.

Lately, George Burdett, Esq. a Captain of the Royal Navy, to Miss Whitelocke, daughter of Major-General Whitelocke, Lieutenant Governor of Portsmouth Garrison.

At St. Pancras church, Middlesex, Dr. James Cairns, of the Royal Navy, to Miss Reid, daughter of David Reid, Esq. Commissioner of his Majesty's Customs in Scotland.

At Kingston, Stephen Perdreau, Esq. late Lieutenant of His Majesty's ship Dreadnought, to Miss Maria Rowe, daughter of Mr. G. Rowe, surgeon, Fratton, Portsea.

Mr. George Rowe, late Surgeon of His Majesty's Ship Ardent, to Miss Seabire, of Guernsey.

Isaac Minet, Esq. to Miss Pole, daughter of Admiral Sir Charles Pole.

At Stapleford, in Nottinghamshire, Captain Tedley, of the Coldstream Guards, to Miss Warren, only daughter of Sir John Borlase Warren, Bart. K.B.

OBITUARY.

Lately, Henry Weir, Esq. Captain and Paymaster of the Royal Marines at Plymouth.

At Lilliput, near Deal, Captain Winkworth, many years agent for transports afloat.

Mr. Francis Lean, purser of the Clyde.

A few days since, Mrs. Desborough, Lady of Colonel Desborough, of the Royal Marines.





Eng. by Ridley from a painting in the possession of Dobree Esq. 1821

R^T HON^{BLE} ALAN LORD GARDNER
 Vice Admiral of the Blue Squadron
 & Major Gen^l of Marines



BIOGRAPHICAL MEMOIRS OF
THE RIGHT HON. LORD GARDNER,
VICE-ADMIRAL OF THE BLUE SQUADRON, MAJOR-GENERAL OF MARINES,
AND ONE OF THE REPRESENTATIVES IN PARLIAMENT
FOR THE CITY OF WESTMINSTER.

——— A heart which we have found
 By certain proofs, not few, intrepid, sound,
 Good, and addicted to adventures high,
 When tempests shake the seas, and fire the sky,
 It rests self-wrapt in adamant around :
 As safe from envy, and from outrage rude,
 From hopes and fears that vulgar minds confound,
 As fond of honour and fix'd fortitude.

DURING the late war the Navy of Great Britain acquired a degree of consequence and superiority which it never before possessed, and is likely long to retain. This consequence arose in a great measure from the nature of the war, and the character of the enemy. In former wars it had been the policy of France to weaken England by attacking her remote possessions ; vast armaments sailed from her ports to reduce our settlements in the East or West Indies, or assist our revolted colonies, and hostilities were carried to distant parts, and directed against comparatively insignificant objects. The capture of a sugar island in the West Indies, or the reduction of a fortress on the coast of Coromandel, were of little relative weight in the scale of national importance ; and such were the objects against which the marine forces of France were chiefly directed. In few instances, however, were they successful ; they experienced repeated defeats both in the East and West Indies ; and, if we except the assistance they afforded to America, the combined fleets of the enemy produced no material impressions on the welfare of Great Britain.

The late war bore a very different aspect from all that had preceded it. The conquest of remote possessions, the destruction of our colonies, and the annoyance of our trade, which had formed the principal features of all former hostilities, scarcely entered into the views of France. Her

ambition was of a loftier kind. The subjugation of the British empire was the gigantic object against which her forces were directed. In former wars the threat of invasion had been held out, but that it was ever seriously intended may very fairly be doubted: it served to put the nation to an expence, alarmed the timid, and encouraged the disaffected; but the projected invasion invariably terminated in empty menaces. France entered on the late war with a spirit of animosity far beyond what she had ever before manifested. Careless of the fate of her foreign possessions, and little anxious to seize upon ours, her views were directed at various periods of the war, to the invasion of these kingdoms. Had the fleet which was encountered and defeated by Lord Howe on the 1st of June 1794, been victorious, the instructions to the French commander were to proceed with his fleet to Spithead *, and a French army would have landed in Britain. It is foreign to the nature of this work to speculate on what would have been the consequences of such a disastrous event. Our soldiers are not inferior in bravery to our seamen; a nation of freemen would have risen in arms to repel the invaders; but even victory must have been attended with a train of melancholy circumstances. The horrors of war would have been brought home to our peaceable dwellings; and the land which for centuries the husbandman had cultivated in security and quiet, the blood of hostile combatants would have deluged. The tranquillity of our plains would have been disturbed by the rude noise of artillery; and the manufacturer must have quitted the occupations of industry for the tumults of war. Happily these calamities were averted by the decisive victory gained by Lord Howe. It is generally admitted that the French fought on the 1st of June with a greater degree of courage and enthusiasm than they had ever before exhibited. According to report, the French seamen were liberally supplied with brandy previous to the

* See Naval Chronicle, Vol. I. p. 22.

engagement, to fortify their spirits; and every art was used to excite their hostility against the English. But nothing could withstand the skill and courage of the British Commanders and seamen. The victory of the 1st of June will go down to posterity as one of the most important naval engagements that was ever fought.

The successes of the French on the Continent, the conquest of Holland, and the humiliation of Spain, enabled our ancient rival to arm those powers against us, and Britain had to contend with the same confederacy that was leagued against her in the American war. But the success was far different. The fleets of France and Spain never insulted the coast of England*; they were blocked up in the harbours of Brest and Cadiz, or if they escaped, and were encountered by our fleets, a certain defeat was the consequence. The grand fleet of each power was successively vanquished by our squadrons; and their smaller armaments and cruisers seldom escaped. In the East and West Indies the British flag rode triumphant, and terms of submission were dictated by our cannon to the powers of the North. In no instance, during the late war, where our fleet met with the enemy, did a drawn battle occur; disadvantages of the wind, and disparity of force (unless where to combat would have been the extreme of rashness), never prevented our Commanders from engaging. No position, however well adapted to the means of defence, secured the enemy from the attempts of our seamen; wherever their ships were accessible they were attacked, and the event was rarely unfavourable to British valour. In the various expeditions that were

* Once in the course of the American war the combined fleets of France and Spain appeared off Plymouth, and threw the nation into no inconsiderable degree of agitation and alarm. In consequence of this event it was afterwards proposed to fortify the dock-yards of Portsmouth and Plymouth in a very expensive manner; but a board of Naval Officers, consisting of the most distinguished characters in the service, having given a decided opinion against the measure, it was abandoned. The victories of the late war have justified their confidence in the bulwarks of Britain, and while our naval superiority remains, we can never want fortifications on shore.

undertaken during the course of the war, no important enterprise failed, the execution of which was committed to the Navy. Where valour could command success, success was obtained; and where exertions of nautical skill were required, our Commanders proved themselves as expert and dexterous seamen, as they were valiant and warlike Officers.

It is a subject of peculiar felicity and congratulation, that during the whole course of the war, an uninterrupted harmony reigned among the Commanders of our fleets. Diversity of opinion in politics, which in former wars had occasioned so much detriment to the service, if it existed, and it is contrary to reason and experience to suppose that it did not exist, caused no animosity between Commanders. All were animated with an equal zeal for the good of the service; and the only rivalry which existed among them, was a glorious rivalry in deeds of arms and feats of valour.

In former wars various were the failures which attended our marine expeditions. Actions were frequently indecisive, and no inconsiderable degree of popular clamour often pursued the unsuccessful Commander. But of such misfortunes no example can be produced from the annals of the late war. Partial successes were unknown; and almost every Gazette recorded some brilliant achievement, some spirited attempt, or well-conducted enterprise. It was also the happiness of our Naval Chiefs not only on no occasion to have merited censure, but to have been exempt, so unanimous was the national sentiment in their favour, from the common and unprovoked attacks of unfounded calumny and reproach. No Commander of distinguished rank and long services was disgraced in the opinion of the public: no enquiries were instituted in Parliament as to any supposed misconduct on the part of the Navy. The nation rested with secure confidence on the valour of our seamen and the skill of our Officers; and on every occasion that confidence was amply justified.

A subject of gratitude and exultation cannot but force itself upon the mind, when we review the transactions of the late war, that, when almost every quarter of Europe experienced the miseries attendant on a state of warfare, Britain was exempt from such scenes of horror. Protected by her Navy, her cities and her fields enjoyed the tranquillity of peace, while some of the fairest portions of Europe felt the ravages of war, and beheld the sanguinary combats of exasperated armies. Contending with a foe powerful in men, and prodigal of blood, her opulence held out an alluring excitement to invasion, her enemy was her old rival, and the political convulsions of France had sharpened the edge of former animosities. But the British Navy presented an impregnable bulwark to all the attempts of the enemy; and on many signal occasions demonstrated to hostile nations that Britain is destined to wield the trident of Neptune,

“ The world-commanding sceptre of the deep.”

Among those who have contributed to place the British nation in the state of enviable security here described, the name of GARDNER will long be mentioned with respect and admiration. He was born at Uttoxeter, in Staffordshire, April 12th, 1742, and like most persons who have obtained an eminent rank in the Navy, he entered at an early period of life into the service. The commencement of his naval career was May 1, 1755, on board his Majesty's ship the *Medway*, of 60 guns, commanded by Captain Peter Denis *, off Harwich, which ship, under Lord Anson's orders, conveyed George II. to Helvoetsluys. He was on board the same ship in 1757, when, in company with the *Eagle*, they took the *Duc d'Aquitaine*, ship of war, of 60 guns. May 29th, 1758, he was on board the *Dorsetshire*, of 70 guns, commanded by Captain Denis, when she took the *Raisonable* French ship, of 60 guns. The following particulars of

* Captain Denis was one of the Lieutenants of the *Centurion*, and accompanied Lord Anson in his voyage round the world.

the action cannot be unacceptable. The Dorsetshire formed one of a small squadron cruising under the orders of Captain Pratten. About three o'clock in the afternoon, Captain Pratten seeing a sail to the S. W. made a signal to the Dorsetshire to chase; but soon after observing the chase to be a large one, he also dispatched the Achilles, of 60 guns, commanded by the Honourable Captain Barrington, after her; and then followed them with the rest of the squadron. About seven o'clock the Dorsetshire came up with the chase, which proved to be the *Raisonable*, a French ship of war, of 64 guns, and 630 men. Captain Denis began to engage her very closely; the action continued till about nine o'clock, when the enemy's ship, commanded by the Prince de Mombazon, Chevalier de Rohan, struck, having suffered greatly in her hull; sixty-one men were killed, and one hundred wounded. She was going from L'Orient to Brest, and was a new ship not above four or five months off the stocks. The Dorsetshire's masts, yards, and sails, were greatly shattered; and she had fifteen men killed, and twenty-one wounded in the action.

Mr. Gardner was also on board the Dorsetshire, November 20th, 1759, in the general engagement off Belleisle, between the English and French fleets, commanded by Sir Edward Hawke and the Marshal de Conflans; and Captain Denis was one of those who particularly distinguished themselves on that memorable occasion. He is reported to have had the highest encomiums bestowed on him personally by Sir Edward Hawke, who, in the warmth of his gratitude, thanking him for his services, told him, in conjunction with Captain Speke, of the *Resolution*, that they had behaved like angels.

Thus it was Mr. Gardner's good fortune to receive the rudiments of his nautical education in the school of those illustrious Commanders, Anson and Hawke, under whose auspices it is well known, that many of the most eminent naval characters of the late and preceding war were formed. The advantages to be acquired from serving under the eyes

of such masters cannot be valued too highly. Under a brave and experienced Commander, the mind of a youthful Officer is early formed to principles of honour and courage; his respect for the wholesome and necessary discipline of the Navy is cherished by example, and a love for the service gradually becomes one of the ruling passions of his heart. In this point of view it is to be wished, that not only the gallant and dignified actions of Naval Officers should be recorded, but that we should be made acquainted also with their early habits, inclinations, and the opportunities they had of seeing service. A trifling incident in youth frequently opens the way to future greatness; a slight circumstance in early life often gives an honourable bias to a character. The manner in which a man has spent his youth, who has performed noble services for his country, will always carry with it something interesting and useful. In the juvenile Officer we expect a prompt and ready obedience to the commands of his superiors; attention to and patience in the execution of his duty; an ambition to signalize himself that never slumbers; and a mind always inquisitive and observant. When such qualities are early displayed, we may safely prognosticate the future eminence of the person by whom they are exhibited; as they will command esteem, they are the surest and most honourable recommendations to preferment; and in a service like that of the British Navy can never go unrewarded.

On the 7th of March 1760, Mr. Gardner was advanced to the rank of Lieutenant, and appointed to the *Bellona*, of 74 guns, commanded by Captain Denis, whose favour he seems to have enjoyed in a peculiar manner. On the 14th of August 1761, when Lieutenant on board the *Bellona*, then commanded by Captain Robert Faulkner*, he was present at the capture of the French ship *Le Courageux*, of 74 guns.

* Father of the late gallant Captain Faulkner, of the *Blanche* frigate, who was unfortunately killed in an action with *La Pique*, a French ship of superior force, off the island of Marigalante, in the month of January 1795.

The crew of the *Courageux* out-numbered that of her opponent by 150 men ; but this disparity was, perhaps, more than compensated for by the discipline and bravery of the British seamen, and the skill and judgment of their Officers. The particulars of the action, as officially given in a letter to the Secretary of the Admiralty, from Captain Faulkner, dated Lisbon River, August the 21st, 1761, are too interesting to be omitted in this place.

“Be pleased to acquaint my Lords Commissioners of the Admiralty, that, on the 14th instant, at three P. M. we saw three sail in the S. W. quarter, Cape Finisterre bearing N. E. half E. distant ten leagues ; we immediately gave chase, and by their crowding from us soon suspected them to be enemies ; we came up but slowly with them, and continued the chase all night. At five A. M. we got almost up with the frigates ; at six the *Brilliant* began to engage one of them, and soon after the other also ; at twenty-five minutes after six we came alongside the large ship, and began to engage as near as possible ; at thirty-four minutes after six our mizen-mast went away by the enemy’s shot ; and at forty-five minutes after six the enemy’s mizen-mast went over the side. At four minutes after seven the large ship struck, which proved to be *Le Courageux*, of 74 guns, commanded by M. Dugue L’Ambert, having on board 700 men from St. Domingo. The *Brilliant* continued to engage the two frigates, at half past seven the French frigates bore away, and neither of our ships were in a condition to pursue them ; at the same time the prize’s main-mast went away. We found our lower rigging much cut, the fore-mast, main-mast, and main-top-mast much shattered ; we lost in the action six men, and had twenty-eight wounded ; the enemy had 240 men slain, and 110 wounded. We sent our First Lieutenant, Mr. Male, with other Officers, and 150 men, to take possession of the prize, and received 224 prisoners on board ; the *Brilliant* sent fifty men, and received 100 prisoners on board : she had five men killed, and sixteen wounded ; among the slain is the Master.”

The Editor of the *Biographia Navalis* gives us the following particulars of this spirited action, which the modesty of Captain Faulkner has omitted :—

“At the time the mizen-mast of the *Bellona* was carried away, the rest of that ship’s rigging was so completely destroyed by the enemy’s fire, as to afford a very probable opportunity for her escape ; to prevent this, Captain Faulkner immediately resolved to board his anta-

gonist, but their relative situation rendered this measure impracticable, except the *Bellona* could be wore round, so that she might lay on the opposite quarter of the *Courageux*; there appeared but little probability that Captain Faulkner would, owing to the disabled state of his ship, be able to carry this measure into execution; in farther prevention of it, the position of the *Bellona* was extremely unfavourable, so that nothing could have preserved the British ship, but a manifest superiority of judgment in her Officers, and a promptitude of action in her crew; the haulyards, sheets, and greater part of the running rigging were destroyed, so that the safety of the ship depended, in a great measure, on the use of her studding sails. These were so managed by Captain Faulkner and his Master, that, with an activity scarcely to be conceived, the *Bellona* was brought into the desired position, the action was renewed with the utmost spirit from the opposite guns, and, as it is officially stated, after an action of thirty-nine minutes only, from its first commencement to its conclusion, the enemy surrendered."

Mr. Entick makes the following short remark on the foregoing action, and adds a particular, which we do not otherwise meet with:—

"The desperate situation," says he, "from which the English had just recovered their own ship, by mere dint of knowledge and dexterity, made them sensible, that any relaxation or delay might soon prove their ruin; there was no trusting to the ship's working, they must either profit by their present position, or be carried in triumph into France. These reflections accelerated their discharges, which never abated, and were so well served, that every shot carried destruction along with it. The sides of the *Courageux* were shattered and torn by every broadside, and her decks were covered with the slain; yet, as if these wretches had resolved not to survive the disgrace of the day, some of them, by firing a shot from the lower tier of the *Courageux*, after their Captain had surrendered, and the English, having left their quarters, were congratulating each other on the success of the day, so provoked the conquerors, that the seamen ran to their quarters, and, without orders, poured two broadsides into the Frenchman, which obliged the imprudent captives to call for quarter, when they had violated the laws of arms, and thereby almost put it out of the power of the victorious Commander to save their lives."

The success of this action probably hastened Mr. Gardner's promotion, for on the 12th of April 1762, we find him

advanced to the rank of Commander, and appointed to the *Raven* fireship. The Preliminary Articles of Peace being signed between Great Britain, France, and Spain, in the early part of the month of November of the same year, it is probable that Mr. Gardner did not obtain any other command, or at least had no opportunity of advancing his fame.

On the 19th of May 1766, Mr. Gardner was promoted to the rank of Post Captain, and shortly afterwards was appointed to the *Preston*, of 50 guns, the flag-ship of Rear-Admiral Parry, who was sent out Commander in Chief on the Jamaica and Windward Island station. This being a period of general peace, in which few opportunities are afforded the Officers of the Navy of distinguishing themselves, we have nothing to record of Captain Gardner during the time he continued in the *Preston*, which was about two years. He removed towards the end of the summer 1768, into the *Levant* frigate, of 28 guns, and continued on the Jamaica station till the year 1771, when he returned to England.

It ought here to be mentioned, that Captain Gardner was married in the year 1769, at Kingston, in the island of Jamaica, to a lady of the name of Turner, by whom he has several children, of whom two of his sons are Post Captains in the Royal Navy*; in which station, if fortune favours them with opportunities, they will emulate the bravery and conduct of their sire.

On her arrival in England the *Levant* was paid off, and Captain Gardner remained unemployed till the year 1775, when he was appointed to the *Maidstone* frigate, of 28 guns, and sent out, probably at his own request, to his former station, the island of Jamaica. The period was now approaching when the services of Captain Gardner were to be called into action. Dissatisfied with the measures of the

* In May 1801, the Hon. Captain F. F. Gardner was appointed to the *Princess Charlotte*, of 44 guns.

British Ministry, and anxious to throw off the yoke of the parent country, the flames of war were lighted in America, and France, ever desirous of an opportunity to harass Great Britain, secretly assisted, with money and military stores, the revolted colonies. A procedure so injurious in its operation, and contrary to the rights of nations, when repeated remonstrances had been made without effect to the Court of Versailles, at length produced hostilities between the two powers.

In consequence of this event, towards the end of the year 1778, Captain Gardner was ordered in the Maidstone to cruise off the coast of America, to intercept the commerce of the rebels, or prevent their receiving supplies from France. His vigilance soon gave him an opportunity of displaying his courage and professional skill. On the 3d of November, being distant about sixty leagues from Cape Henry, the Maidstone discovered a large ship about one in the morning, which Captain Gardner immediately chased, and about half past three brought into action, when the chase hoisted French colours. The engagement continued for about an hour with great spirit and resolution on both sides, when Captain Gardner found himself under the necessity of hauling off, in order to secure his masts, and repair the damages his rigging had sustained from the enemy's shot. At day-break a second ship appeared to windward, supposed to be the enemy's consort, and bore down towards the Maidstone. When almost within gun-shot, she hove-to, and made a private signal, which not being answered by the Maidstone, the stranger declined a contest, hauled her wind, and stood to the southward, pusillanimously leaving her consort to her fate.

The ship which Captain Gardner had engaged, was now nearly a league to windward, and having repaired the damages of the Maidstone, as well as time and circumstances would permit, he wore ship, and about twelve o'clock renewed the action. After a second engagement of nearly an hour's continuance, the enemy struck her colours, and

yielded to British valour. The captured vessel proved to be the *Lion*, a French ship in the merchant's employ, but equipped for war as well as for commerce. She carried forty guns, twelve, six, and fourteen pounders, and her crew amounted to 216 men; while on the other hand the *Maidstone* carried only twenty-eight guns, nine and six-pounders, with a crew of 190 men. On board the *Maidstone* four men were killed, and nine wounded, one of whom died afterwards. The enemy's loss was more considerable, eight being killed, and eighteen wounded. Both ships were greatly damaged in their masts, sails, and rigging; and at the conclusion of the engagement the *Lion* had seven feet water in her hold.

The cargo of the prize consisted of upwards of 1500 hogsheads of tobacco, which would have been a very valuable booty to the captors, had not the great attention paid by Captain Gardner to his instructions and the regulations of the service, very much diminished it. His conduct on this occasion, as set forth by the accurate editor of the *Biographia Navalis*, and as we have gathered elsewhere, deserves a more particular mention. We have already stated that at the termination of the engagement, both ships were greatly disabled, particularly in their masts, sails, and rigging, damages which necessarily rendered it extremely hazardous and difficult for them to beat against a contrary wind. The wind then blew fair for England, and Captain Gardner might have proceeded thither with his prize, with ease and safety, and with the certainty of selling her cargo to great advantage. But no prospect of private emolument had any influence with Captain Gardner: a rigorous adherence to orders, and the good of the service, were paramount considerations in his mind, which no temptations or discouragements could induce him to forego; and accordingly he shaped his course to the West Indies with his prize, notwithstanding the condition of the ships, and the state of the wind, were such as to render the passage not only extremely tedious, but also highly dangerous. The *Maidstone*

and her prize did not reach English harbour, in the island of Antigua, till the 22d of December, near seven weeks after the engagement; and then the proceeds of the *Lion's* cargo, as was expected and foreseen, were not so great by many thousand pounds, as they would have been, had she been sent to England. Examples of such disinterested conduct are, we believe, by no means rare in the annals of the British Navy, for it is the glorious characteristic of our seamen that all personal considerations are of no moment compared with the rigid execution of their duty; nor do we mention this instance as an example to others, for we trust that among brave and honourable men no such example is requisite to instruct them in their duty; but we mention it, because it is our pride, and affords us the liveliest satisfaction to record every liberal, manly, and disinterested trait that comes to our knowledge in the character of our Naval Officers. A brave man, tainted with the vice of avarice, will serve his country but by halves, for considerations of personal advantage will come athwart the execution of his duty, and make him neglect the interest of his country to promote his own. But the truly meritorious Officer entertains no thoughts of himself; his study and ambition are, at every personal hazard, and without any regard to pecuniary emolument, to execute the duties of his station, and promote the interests of his country.

Shortly after his arrival in Antigua, Captain Gardner was promoted, by Vice-Admiral Byron, the Commander in Chief on that station, to the *Sultan*, of 74 guns, as successor to Captain Wheelock, who had died a little time before. In the *Sultan*, Captain Gardner was engaged in the action off Grenada, with the French fleet, under the Count D'Estaing, on the 6th of July 1779, and acted as one of the seconds to the Commander in Chief, who, in his dispatches, speaks of Captain Gardner's share of the day in the following terms:—

“ The signal was immediately made for a general chase in that quarter, as well as for Rear-Admiral Rowley to leave the convoy;

and as not more than fourteen or fifteen of the enemy's ships appeared to be of the line, from the position they were in, the signal was made for the ships to engage and form as they could get up; in consequence of which, Vice-Admiral Barrington, in the *Prince of Wales*, with Captain Sawyer, in the *Boyne*, and Captain Gardner, in the *Sultan*, being the headmost of the British squadron, carrying a press of sail, were soon fired upon at a great distance, which they did not return till they got considerably nearer; but the enemy getting the breeze of wind about that time, drew out their line from the cluster they were lying in, by bearing away, and forming to leeward on the starboard tack, which shewed their strength to be very different from our Grenada intelligence; for it was plainly discovered they had thirty four sail of ships of war, twenty-six or twenty-seven of which were of the line, and many of those appeared of great force; however the chase was continued, and the signal made for a close engagement; but our utmost endeavours could not effect that, the enemy industriously avoiding it, by always bearing up when our ships got near them; and I was sorry to observe, that their superiority over us in sailing *, gave them the option of distance, which they availed themselves of, so as to prevent our rear from ever getting into action; and, being to leeward, they did great damage to our masts and rigging, when our shot could not reach them."

This action, though indecisive, was highly honourable to the British fleet, for it was evident that the French Admiral declined coming to a close engagement, though the forces under his command were vastly superior to the squadron under Admiral Byron. That Captain Gardner bore an ample share in the engagement is very apparent, for on board the *Sultan* sixteen men were killed, and thirty-nine wounded, a greater number than in any ship in the fleet †.

Soon after this drawn battle, for such in fact it was, owing to the timidity of the enemy, the *Sultan* was ordered

* As the attention of the Society for the Improvement of Naval Architecture has of late been directed to ascertain the best forms of constructing ships (see page 134), so as to improve their rate of sailing; and as we are in possession of some of the finest models of the French Navy, we may hope that the period is not far distant, when this superiority shall cease to exist; and that we shall see the bravery of our seamen seconded by such advantages as are wanting in the building of our ships.

† For a more detailed account of this engagement, see the *Memoirs of Admiral Barrington*, Vol. IV. p. 188; and of *Admiral Cornwallis*, Vol. VII. p. 11.

to Jamaica, from whence Captain Gardner returned to England, with a convoy under his care, the following year. His ship, soon after her arrival, was paid off, and Captain Gardner, after remaining for a short time out of commission, towards the end of the year 1781, was appointed to the *Duke*, a second rate, of 98 guns, one of the ships ordered to reinforce Sir George Rodney's fleet in the West Indies. Captain Gardner sailed on this service, in company with the *Valiant* and *Warrior*; and had the happiness to join Admiral Rodney previous to the memorable 12th of April. On this glorious day, the *Duke* was second to the *Formidable*, the flag-ship of Sir George Rodney, and Captain Gardner had the honour first to break through the enemy's line of battle*. During one period of the action, the *Duke*, the *Formidable*, and the *Namur*, had to sustain the fire of eleven of the enemy's ships, and their loss of men was proportionally great. On board the *Duke* thirteen men were killed, and sixty wounded, among the latter were one of the Lieutenants, the Master, and the Boatswain. The services of Captain Gardner were acknowledged by Admiral Rodney, in his official dispatches, and every Officer in the fleet bore a generous testimony to his merits and spirited exertions. For a more particular account of the action of the 12th of April, which terminated so favourably to British valour and seamanship, we must refer our readers to our *Memoirs of Lord Rodney*†, to whose life it more particularly belongs, contenting ourselves with observing, that no private Commander acted a more distinguished part on that glorious occasion, than the brave Officer whose actions it is our happiness now to record.

Sir George Rodney being superseded by Admiral Pigot, the command of the West India fleet became vested in that Officer. On the commencement of the hurricane season, the fleet, as was usual, sailed for North America, and when that season was past, returned to its former station. Peace being

* See Vol. I. page 391, of this work.

† Ibid. page 353.

concluded early in the ensuing spring, between Great Britain, France, Spain, Holland, and the United States of America, Captain Gardner repaired to England, in company with most of the ships employed in the West Indies, and on his arrival the Duke was paid off.

It does not appear that Captain Gardner held any subsequent commission, till the 8th of September 1785, when he was appointed Commander in Chief on the Jamaica station, with the temporary rank of Commodore. He hoisted his broad pendant on board the *Europa*, of 50 guns, and continued at Jamaica during the usual term of three years. On this station he gained the love and esteem of all who came under the sphere of his influence; his acquaintance with the West Indies, the result of a long residence there, rendered him peculiarly qualified for his situation; and during the period of his command, he completely filled the expectations that had been raised of him. On his return to England, Captain Gardner was, in 1790, appointed to the *Courageux*, of 74 guns, one of the ships put into commission on account of the dispute with Spain respecting Nootka Sound, but that business being settled without proceeding to hostilities, the *Courageux*, and the other ships which formed the armament, were paid off.

On the 19th of January 1790, Captain Gardner was appointed one of the Commissioners for executing the Office of Lord High Admiral, which honourable and important situation he continued to hold during four successive commissions, till the month of May 1795, when he quitted the Admiralty Board. Some time in the year 1790, he was chosen one of the representatives in Parliament for the borough of Plymouth; and, at the general election in 1796, he was returned for the city of Westminster, which place he continues to represent, though not without some opposition at the late election, but of a nature too contemptible and ludicrous to merit observation in this place.

We now come to the services of Lord Gardner during the late war. The hostile disposition of France towards this

country, on the subversion of her ancient Government, being manifest, the most prompt and vigorous measures were taken by the British Ministry to put the nation in a respectable state of defence. On the 1st of February 1793, immediately on the commencement of hostilities, a general promotion of Naval Officers took place, and Captain Gardner was advanced to the rank of Rear-Admiral of the Blue. On the 22d of February he had the honour to kiss his Majesty's hand, on being appointed to command the following squadron, then under sailing orders for the West Indies:—

	<i>Guns.</i>	<i>Commanders.</i>
Queen,	- 98	{ Rear-Admiral Gardner, Captain Hutt,
Orion,	- 74	
Hector,	- 74	J. T. Duckworth,
Culloden,	- 74	G. Montagu,
Heroine,	- 32	Sir T. Rich, Bart.
Andromeda,	- 32	A. H. Gardner,
Rattlesnake,	- 16	J. Salisbury,
		A. Mouat.

Admiral Gardner hoisted his flag on the 6th of March, and the above squadron sailed from St. Helen's on the 26th of the same month. They arrived at Barbadoes on the 27th of April, without having met with any thing on their passage worthy of notice; and Admiral Gardner took the command on that station as successor to Sir John Laforey, Bart. The island of Tobago had surrendered a few days before his arrival *, and an attack was meditated on Martinico; but the French unfortunately had reinforced the place; and Admiral Gardner not having with him a sufficient body of land forces to co-operate with the fleet, nothing of moment was effected during that season, against the possessions of the enemy in the Carribean Sea. In the autumn Admiral Gardner returned to England, and his squadron was immediately attached to the Channel Fleet, under the

* See Vol. I. p. 424.

command of Earl Howe. On the 12th of April 1794, Admiral Gardner was advanced to be Rear of the White.

In the spring of the year 1794, the French had fitted out a powerful armament for sea, with the express intention of invading these kingdoms. In the equipment of the ships that composed their fleet, the utmost care was taken to render them formidable antagonists to the enemy with whom they had to contend. The seamen were the flower of the French marine, and the Commander in Chief, Villaret de Joyeuse, a man of acknowledged bravery, and long experience. On board the Admiral's ship were two of the representatives of the French people, delegated by the National Convention, to animate by their presence the operations of the fleet, and inspire the seamen with a more than ordinary portion of hostility against the British nation. England had not been threatened with so terrible an assault, since the days of the memorable *Armada*. But the intentions of the enemy, in spite of all their measures, in spite of the bravery, bordering on desperation, with which they fought, and though almost determined on conquest or death, were, happily for the safety of the nation, averted by the splendid victory gained by Lord Howe, on the ever memorable 1st of June. The general bravery and good conduct displayed by the Admirals and Captains of the British fleet, on that glorious and important day, leaves no room for individual panegyric; nor would it be easy to select one Commander, on that never to be forgotten occasion, more distinguished than another. We can, therefore, only say, that Admiral Gardner was, not only not inferior in deeds of valour to his gallant "*brothers of the war*," but equalled in "*martial exploits*," the bravest of a host of heroes.

On board the *Queen* the number of slain was great. Captain Hutt lost a leg, and died on the 2d of July following; three Lieutenants, a Midshipman, and thirty-six men were killed, and sixty-seven wounded. In the action of the 29th of May, the *Queen* was in imminent danger. At

one period of the engagement she lay totally disabled, and the enemy, after wearing, pointed their heads towards her; which would have endangered the Royal George and Invincible likewise; but Admiral Graves, in the Royal Sovereign, gathered about him as many ships as he could, and placed himself between the enemy and them. The van of the enemy engaged this little phalanx as they came forward, and in succession bore away before the wind; by which means the Queen, and her gallant Commander and crew, were happily rescued.

On the return of the victorious fleet to port, Admiral Gardner received, with the other Flag Officers, various flattering marks of his Sovereign's favour. On the 28th of June, he was appointed Major-General of Marines, and received, on board the Queen Charlotte, from his Majesty's hands, a gold chain and medal, as a mark of his gracious master's royal approbation of his conduct in the actions of the 29th of May, and 1st of June. On the 4th of July, he was promoted to the rank of Vice-Admiral of the Blue, and on the 6th of the following month, was created an English baronet. In the official dispatches of Earl Howe, the services of Admiral Gardner were particularly noticed; he received also, with the other Commanders, the thanks of both Houses of Parliament, and addresses of congratulation from the city of London and other corporate bodies.

In the course of the service, on the 1st of June 1795, the anniversary of the glorious victory, Sir Alan Gardner was appointed Vice-Admiral of the White; and, on the 23d of the same month, he was second in command, in the engagement of Port L'Orient, between the English and French fleets commanded by Lord Bridport, and Admiral Villaret de Joyeuse. The French fleet was discovered at day-break in the morning of the 22d, and at seven o'clock the signal was thrown out for a general chase. The following day the headmost ships of the British fleet came up with the flying enemy, and a running fight commenced, which ended in

the capture of three ships of the line *. The loss of men in Lord Bridport's fleet was, comparatively trifling; and on board the *Queen* none were killed or wounded, that ship not having been able to get materially into the action. On the 3d of November the same year, Sir Alan Gardner received the thanks of the House of Commons, for his conduct in the above action.

From this time, the shattered remains of the French Navy having kept close to their harbours, Sir Alan Gardner, who continued attached to the Channel Fleet, and had removed his flag, in the course of the year 1797, from the *Queen* to the *Royal Sovereign*, of 110 guns, had no farther opportunity of adding to the splendid reputation he had so honourably acquired. In the spring of the year 1797, an alarming mutiny broke out in the Channel Fleet, and Sir Alan Gardner was one of the Officers who contributed eminently to suppress it. Accompanied by Admirals Colpoys and Pole, he went on board the *Queen Charlotte*, to confer with the delegates of the fleet, and, at no small personal risk, remonstrated with them on the impropriety of their conduct. His firmness had like to have produced disagreeable consequences, but happily the respect due to his character preserved him from the violence of the mutineers; nor were his conciliatory propositions altogether without effect. To dwell on transactions like these is highly offensive to our feelings; but in justice to the seamen of the Channel Fleet, we must observe, that their mutiny was unattended with those acts of violence and treason, which distinguished a similar proceeding at the *Nore*; and that their demands were not altogether improper, may be gathered from the circumstance, that most of them were acceded to by the Lords of the Admiralty, and afterwards confirmed by Parliament.

On the 14th of February 1799, Sir Alan Gardner was advanced to the rank of Vice-Admiral of the Blue; and on

* For a particular account of this engagement, see the *Biographical Memoirs of Lord Bridport*, Vol. I. p. 279, and 156.

the 30th of August 1800, he was appointed Commander in Chief of his Majesty's ships and vessels employed on the coast of Ireland. The brilliant successes of Admiral King'smill's cruisers on that station, we have already noticed in our Memoirs of that gentleman *, and if Sir Alan Gardner's were not as successful, the fault did not lie with him, but resulted from the impoverished state of the enemy's marine, which prevented them from sending any vessels to sea. We have only to record the capture of two vessels during the short period of Sir Alan's command; the one a privateer, of 16 guns, the other of 14; and the termination of hostilities in the month of October 1801, necessarily suspended the further prosecution of offensive measures.

In reward of his long and meritorious services, Sir Alan Gardner was created, on the 23d of December 1800, a Peer of Ireland, by the style and title of Baron Gardner, of Uttoxeter. It remains only for us to say, that should Great Britain again unfortunately be involved in war, through the animosity, turbulence, or ambition, of her neighbours, there is no man to whom the nation may look, with greater confidence, to lead her fleets again to victory, than the distinguished character of whom we have treated.

For some particulars in the above Memoirs, we must acknowledge our obligation to Debrett's Peerage, a work of more accuracy than any we have seen of a similar description; for the following account of his Lordship's family, we are indebted to the same source.

Lord Gardner has issue, by his wife Susanna Hyde, sole daughter and heir of Francis Gale, of Liguania, in Jamaica, by his wife Susanna, daughter of William Hare, Esq. of Jamaica, widow of Sabine Turner, Esq. Alan Hyde, born Feb. 6, 1772, a Captain in the Royal Navy; Francis Farrington, born June 21, 1773, a Captain in the Royal Navy; William Henry, born Oct. 6, 1774, a Lieutenant in the Royal Artillery; Henry Cossy, died Nov. 5, 1792; Herbert, born August 20, 1781; Edward, born March 9, 1784; Valentine, died Feb. 1, 1786; Valentine, born March 20, 1787; Samuel Martin, born at sea on board his Majesty's ship Europa, Aug. 10, 1789;

Susanna Hall, born July 1, 1773, married Jan. 7, 1794, to John Cornwall, of Hendon, in Middlesex, Esq. (who died June 20, 1802), leaving issue, John, born Jan. 22, 1795; Susan Caroline, who died Jan. 1797; Susanna, born May 20, 1797; Alan Gardner, born July 16, 1798; William Henry, born Sept. 4, 1799; Augusta, born Jan. 13, 1801; and Sophia, born April 2, 1802.

William Gardner, father of Lord Gardner, was born at Coleraine, in Ireland, March 24, 1691, and died at Uttoxeter, in Staffordshire, August 14, 1762; he was a Lieutenant-Colonel in the 11th regiment of dragoons, in which he served with distinguished honour from the rank of a Cornet; he married at Preston, in Lancashire, Dec. 27, 1726, Elizabeth, eldest daughter and coheir of Valentine Farrington, of Preston, aforesaid, M. D. (youngest son of William Farrington, of Werdon, in Lancashire), by his wife, Agnes, sole daughter and heir of — Pricket, of Nutland Abbey, in the county of Westmoreland, Esq. and by her (who died August 16, 1783), had issue, 1. Valentine, late a Major in the army, born May 16, 1739, married in 1762, Alida, third daughter of Colonel Robert Livingston, of Livingston manor, New York, and died Sept. 1791, leaving issue, William Linnæus, a Captain in the army; he married, secondly, December 1, 1792, Frances, second daughter of Samuel Holworthy, of Elsworth, in Cambridgeshire, widow of Framingham Thruston, of Weston, in the county of Suffolk, and has issue, Valentine, born in 1794; 2. William, of Liverpool, merchant, died unmarried, October 27, 1788; 3. Sarah, born May 26, 1745, married November 9, 1771, Henry Humphreys, Esq. of London, merchant; she died May 27, 1778, leaving issue John Montague, born Oct. 7, 1772; Henry, born April 29, 1774; and Sophia, who died in 1776; 4. Henry, died in 1740; 5. Dolly, born Sept. 29, 1751, married at St. Augustine, in East Florida, May 10, 1772, Robert Barrie, Esq. in the army, who died in 1775, leaving issue, William Oughton, who died June 1773; and Robert, May 5, 1774; she married, secondly, Sept. 22, 1784, George Clayton, of Lostock Hall, in Lancashire, and has issue, George, born Nov. 9, 1787; Frances, born July 29, 1785; William, born June 17, 1790; and Elizabeth, born Oct. 15, 1792; 6. Mildred, died unmarried, Dec. 29, 1758; 7. Margarita, died Nov. 8, 1777; 8. Agnes, born Nov. 16, 1735; 9. Anne, born May 1733, married Thomas Dixon, Esq. since deceased; 10. Elizabeth, died Aug. 30th, 1738; 11. Henry Farrington, Colonel Commandant of the 20th regiment of dragoons, died unmarried at Jamaica, July 20, 1792; and 12. Alan, the present Peer, created as above.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

QUEEN ELIZABETH.

THIS wise and politic princess was frequently styled the *Restorer of Naval Glory*, and the *Mistress of the Ocean*. Her character is well drawn by the author of the *Columna Rostrata*. “By her wise conduct,” says he, “and the bravery of her Sea Commanders, she spread her fame into all parts of the known world. She was sensible of the true foundation of her greatness, and looked upon manufactures as the richest mine of the State, and the *dominion of the seas*, as the *chiefest jewel of her crown*. This disposed her to take all possible measures both to promote trade, and to deprive the neighbouring nations of the means of rivalling the English at sea. By her victorious arms she broke the naval force of Spain, and curbed the insolence of the Hanse Towns. The terror of her successes held France, though governed by the great Henry, so much in awe, that the sea forces of that kingdom could not become formidable during her reign. And having the Brille, Ramakins, and Flushing, the keys of Holland and Zealand, in her hands, she could, as it were, lock up the sea forces of the Dutch, at her pleasure. Thus she remained till her death the *absolute mistress of the seas*, and by consequence the arbitress of the affairs of Europe. To signify this, she caused a *portcullis* to be stamped on some of her coin, intimating thereby, that it was in her power to shut up the sea. Which she made sufficiently appear, when the King of Denmark and the Hanse Towns, soliciting a passage through her seas, to transport corn to Spain, were refused it; and when the Hanseatic fleet, which had dared to attempt a passage, without her permission, was seized and confiscated. I shall only add, that the utmost bounds of Europe, Russia, and Tartary, could not limit the extent of her great fame; but it spread farther, into the most remote parts of Asia, Africa, and America, among the Turks, the Persians, Barbarians, and Indians. In most of whose dominions, to the great enriching of her kingdom, she settled commerce, and gained large privileges for the encouragement of her merchants, whom she cherished, as a most necessary and important part of her commonwealth.

SIR WALTER RALEIGH.

IT is well known that this brave man and experienced Officer, was imprisoned for a long time in the Tower, in the reign of James

the First, and afterwards put to death. Prince Henry, the son of the monarch who caused this gallant seaman to be beheaded, was wont to observe, "that no other king but his father would keep such a bird, as Sir Walter Raleigh, in a cage."

CHARACTER OF SIR FRANCIS DRAKE, BY A CONTEMPORARY.

THERE is no man so perfect, but is fit to be amended; nor none so evil, but he has something in him to be praised; and comparing the imperfections of Sir Francis Drake, with his perfections, the world shall truly judge of his merits. His detractors lay to his charge the baseness of his birth and education, his ostentation and vain glorious boasting; his high, haughty, and insolent carriage; and except against his sufficiency for a General, though they allow him to be an able Captain.

His friends and favourers answer in his behalf, that the meanness of his birth was an argument of his worth, for what he attained to was by no other means than merit. They say, that every man is son to his works; and what one has by his ancestors can scarcely be called his own; that virtue is the cause of preferment, and honour but the effect; that a man is more to be esteemed for being virtuous, than being called worshipful; the one is a title of honour, the other desert.

Marius, being upbraided by Sylla, in the like manner, for the baseness of his birth, and haughtiness of carriage, answered; that he was not of so great a family as Sylla, yet Sylla could not deny but that he was the better man; for in Sylla's house were painted the acts of his forefathers; but in his were hung up the banners, that he himself had won from his enemy.

In vindication of Sir Francis Drake's ostentation and vain glory, they say, it was not inherent to him alone, but to most men of his profession and rank. It is true, he would speak much and arrogantly, but eloquently, which bred a wonder in many, that his nature could yield him those helps of education. Indeed, he had four properties to farther his gift of speaking, viz. his boldness of speech, his understanding in what he spoke, his inclination to speak, and his use in speaking; and though vain glory is a vice not be excused, yet he obtained that fame by his actions, that facility, in speaking, and that wisdom, by his experience, that I can say no more, but that we are all the children of Adam.

His friends say farther, that his haughty and high carriage is somewhat excusable, when it appears not but in his command; for a General ought to be stern towards his soldiers, courageous, in his person, valiant in fight, generous in giving, patient in suffering, and merciful in pardoning; and, if Sir Francis Drake was to be praised

for most of these virtues, let him not be blamed or condemned for one only vice. Many times, where a man seeks obedience, it is imputed to his pride and high carriage; but if people's hate grew upon envy (as it is likely), it appeared greater than if it had been grounded upon injury.

The exceptions against him, by those that condemn him as an ill General, are his neglect of furnishing his fleet to the Indies, in 1585; his not keeping St. Domingo and Carthagena when he was possessed of them, in that voyage; his weak preparation for such an expedition as that of Portugal; his promise to go up to Lisbon, that voyage, and his non-performance; the taking of the pinnace in his way to the Indies, which discovered his directions in 1595. Something I will say of him as a private Captain, and especially of his renowned voyage about the world, being the first attempt of that nature, that ever was performed by any nation, except the Spaniards themselves, and they only in that of Magellan and his company. And it was the more honour to him, in the Streights of Magellan were counted so terrible in those days, that the very thoughts of attempting it was dreadful; secondly, in that it had been but once passed, and but by one ship that ever returned to Europe, and that above sixty-nine years before his enterprise. His praise was, that he could carry a voluntary action so discreetly, so patiently, and so resolutely, in so tedious and unknown a navigation, the condition of seamen being apt to repine and murmur. But, lastly and principally, that after so many miseries and extremities he endured, and almost two years spent in unpractised seas, when reason would have bid him sought home for his rest, he left his known course, and ventured upon an unknown sea, in forty-eight degrees; which sea or passage we know had been often attempted, but never discovered.

This attempt alone must silence all his detractors; for it shewed an extraordinary resolution in his person, a special desire to enrich and benefit his country, and a singular patience to endure the disasters and mishaps that befel them.

And yet he must not go so clear without stain or blemish; for you must know, that though he deserved well in the direction and carriage of his journey, yet the ground of his enterprise was unjust, wicked, and unlawful, his design being to steal, and thereby to disturb the peace of Princes, to rob the poor traveller, to shed the blood of the innocent, and to make wives widows, and children fatherless.

No man had more experience of the inconstancy of fortune than he; for the nature of fortune is to bite when she flatters, and to strike when she is angry.

What his birth and other deserts were, needs no reiteration. Fortune did much for him; but at his death she was angry with him; first, in that there was a doubt whether it was natural; and secondly, and the best his friends can say, that it was caused by grief, for failing in his expectations in that voyage; thirdly, after his meritorious services, his heir was prosecuted and perplexed for debts and accounts to the Crown; and lastly, he died, like Pizarro and Almagro, without a child to succeed him, and perpetuate his memory.

ADVICE BY DR. FRANKLIN.

WHEN you intend to take a long voyage, nothing is better than to keep it a secret, as much as possible, till the moment of your departure. Without this you will be continually interrupted and tormented by visits from friends and acquaintance, who not only make you lose your valuable time, but make you forget a thousand things which you wish to remember; so that when you are embarked and fairly at sea, you recollect, with much uneasiness, affairs which you have not terminated, accounts that you have not settled, and a number of things which you proposed to carry with you, and which you find the want of every moment. Would it not be attended with the best consequences to reform such a custom, and to suffer a traveller, without deranging him, to make his preparations in quietness, to set apart a few days, when these are finished, to take leave of his friends, and receive their good wishes for his happy return?

ANECDOTE OF CAPTAIN TIMOTHY EDWARDS.

THIS truly brave but eccentric man possessed many singularities, which could, however, scarcely be deemed otherwise than virtuous, or bright points in his character as a Naval Commander. One anecdote we have heard of him is, that, previous to his going into some action, he literally ordered the colours to be nailed to the ensign-staff, and from thence acquired, among the seamen, the whimsical name of old hammer and nails. Another is, that being struck down by a splinter, he lay for some time on the deck, completely motionless, insomuch that all those round him, concluding him dead, were bewailing, in their uncouth, but affectionate terms, his disaster. Stunned as he was, he soon recovered his recollection, but lay without appearance of life for a few moments, till at length one of his people uttering an exclamation of grief, whimsically expressed, at his fate, saying he was certainly dead, Captain Edwards jumped instantly on his feet, and exclaimed, "*It's a lye, by — ; fire away, my lads.*"

A HINT.

AMONG the number of esculent roots, the parsnip has two uncommon and little known good qualities: one is, that it will endure the severest frost, and that it may be taken out of the ground in the spring as sweet as in autumn; the other is, that it may be preserved by drying to any desired length of time. This latter quality may suggest a method of preserving so pleasant and wholesome a vegetable for the use of seamen in long voyages, to prevent the scurvy, and other disorders incident to a seafaring life, which is often rendered tedious and distressing for the want of vegetable food, since parsnips dried and packed in tight casks, may be transported round the globe, without any loss of their flavour, or diminution of their nutritive quality.

ANECDOTES OF SAILORS.

TWO sailors falling into a learned dispute, whether or no his Majesty (God bless him), was *head* of the *Church*, which the one pertinaciously insisted upon, the other as resolutely denied, affirming that power to be vested in the Archbishop of Canterbury: a third put an end to the controversy, by observing, to the satisfaction of both parties, that his Majesty surely was master of the *Sees*.

Sailors, though they are the best fighters in the world, are not always the greatest scholars or theologians. One of these being lately at church, and hearing it read that the *ark* was *carried on men's shoulders*, left the church in a great passion, affirming, with an oath, that master chaplain there had told a d——d lye, “for as how, do ye see, he had heard, that that same *ark* was big enough to stow *one Noah, his crew, and a great deal of live stock*.”

A recruit, on his passage to Quebec, on board a ship of war, was complaining bitterly to an Irish sailor, during a storm, of the danger they were in of foundering and being lost. “Never fear, my hearty,” said the tar, “we will have our revenge, for if the ship *founders*, the Captain will be tried for it by a court-martial, when *we arrive* at Quebec.”

NARRATIVE OF THE WONDERFUL ESCAPE OF SOME ENGLISH-MEN FROM ALGIERS.

IN the year 1639, one William Okeley was taken on board the ship *Mary*, of London, by a pirate vessel, and carried captive to Algiers. He had the good fortune to have a kind master, and being trusted with a sum of money to trade with, kept a shop, and sold strong waters, tobacco, &c, out of the profits of which he was only obliged to give his master a certain sum weekly. However, not being able to

bear the thoughts of slavery, he was continually projecting how to make his escape : and judging seven persons would be enough to manage and carry on the design, he opened his mind to John Anthony, a carpenter, who had been a slave fourteen years ; William Adams, who, during eleven years slavery, had learnt brick making ; John Jephis, a sailor, who had been captive five years ; and to another carpenter, who had likewise been a slave five years. There were two more, whose business it was to wash clothes by the sea side, who had a share in carrying on the work, though they did not go with them.

These persons, having fixed their resolutions to attempt an escape, provided a piece of timber, about twelve feet long, to make the keel of a boat, which was to be wrought in Okeley's cellar ; they then took care of timbers or ribs, every one of which was made of three pieces, and joined in two places, in such manner, that each joint being fastened by two nails, in holes so contrived for that purpose, would make an obtuse angle, and so incline as near a semicircular form, as occasion required. For the clothing of the naked ribs of their boat, instead of boards, they bought as much strong canvas as would cover it twice over, upon the convex of the careen, as also as much pitch, tar, and tallow, as would make it a kind of tarpawlin sear cloth, with earthen pots to melt their materials in.

Their boat being fitted up in this manner, and then taken in pieces again, the next difficulty was how to convey it out of town, and hide the pieces in a secure place. It was, however, not without danger of discovery, at length, carried out by pieces, and hid at the bottom of a hedge, near the sea side, whither they had likewise conveyed a piece of canvas for a sail, and a pair of oars, such as they were, made of a couple of pipe staves. For provisions they laid up a small quantity of bread, and had two leather bags or bottles filled with water. Every thing being thus ready, they appointed their rendezvous at a young fig tree, near where the pieces of their boat were concealed. Repairing thither at night, they soon got it put together, and added the young fig tree, which they cut down, to strengthen her keel. They bound small canes all along the ribs lengthwise, to keep them from veering, and to keep out the canvas stiff ; and the ribs were fastened to the top of the keel, and in the joints, with rope-yarns and small cords, to keep them firm and stable. They lastly drew on her double canvas case, and then four of them carried her on their shoulders to the sea side. There they immediately stripped stark naked, and putting their clothes into the boat, carried her as far as they could wade, into the sea, and then all seven got into her ; but they were no sooner embarked, than they found they had not proportioned their vessel to the burthen she was to carry, and that she was

ready to sink under them. Two of them were therefore obliged to return to their slavery, and with the other five she seemed to bear up very well.

The 30th of June, these bold adventurers launched out in the manner I have described; and they worked very hard that night to be out of sight of the ships which lay in the harbour, before day. The next day they were sensible of their little forecast, with regard to their provisions. For their bread was soaked through with salt water; and their fresh water became so nauseous by their bags having likewise lain in salt water, that they preferred their urine to it. They made shift with their bread, spoiled as it was, three days, in which time the wind was so contrary, that they made very little way. One of them had a pocket-dial, which they steered by, in the day time, and in the night they were guided by the motion of the stars. But their greatest plague was, by day, the heat of the sun; for which they had no other remedy (though by the bye the remedy was worse than the disease), but for the fifth man, while the other four were rowing, to scoop out the salt water which gathered at the bottom of the boat, and throw it upon their naked bodies to cool them. This, with the heat of the sun, so bleached, and at the same time so pickled them, that they rose all over in blisters, which caused them exceeding great pain.

In this wretched condition, they continued four days and four nights, and were so brought to the brink of despair, that they laid by their oars, and left off all labour. The fifth, they discovered a tortoise, not far from them asleep on the sea, and having silently rowed to the prey, they took her into the boat, with great triumph cut off her head, and having let her bleed into a pot, drank the blood, eat the liver, and sucked the flesh, which proved a very great refreshment to them. About noon they discovered land, and laboured hard to get at it; but being at length tired, they took a little repose in their boat, and then renewing their diligence, towards evening discovered another island. The first they saw was Majorca, and towards that they resolved to make. They rowed very hard all night, kept within sight of it all the next day, which was the seventh after their putting to sea, and about ten at night got under the island; but the rocks were so steep and craggy that they were not able to climb up. At length they found a convenient place, where they thrust in their weather-beaten boat, and got safe ashore. They got with some difficulty to the town of Majorca, where the Spaniards kindly relieved them. From thence they got their passage by sea to Cadiz, and so with Captain Smith, of Rotherhithe, to London, where they arrived in the month of September, and in this perilous manner gained their liberty.

AN ADDRESS TO THE PUBLIC FROM THE SOCIETY FOR THE
IMPROVEMENT OF NAVAL ARCHITECTURE.

THE plan of this Institution has now been a sufficient time before the public to enable them to form a judgment of its merits. The attention of the Society being solely directed to the general good, they are happy to find that the decided encouragement and support which has been already received from all ranks and professions of men, and from many of the most respectable characters in this country, fully justify their most sanguine hopes. They, therefore, think it a duty they owe to the public, clearly to state the objects they have in view, and the general tendency of their designs, in order that they may not be mistaken or misrepresented.

The principal object of the Society, as the name of the institution implies, is the Improvement of Naval Architecture in all its branches; for it cannot be conceived that the Society have any idea of confining themselves to one branch of the art, but that it is their intention to extend their enquiries and improvements to vessels of every kind.

To promote this important object as effectually as possible, the Society propose to encourage every useful invention and discovery as far as shall be in their power, both by honorary and pecuniary rewards. They have in view particularly, to improve the theories of floating bodies, and the resistance of fluids; to procure draughts and models of different vessels, together with calculations of their capacity, centre of gravity, tonnage, &c.; to make observations and experiments themselves, and to point out such observations and experiments as appear best calculated to further their designs, and most deserving those premiums which the Society can bestow.

But though the Improvement of Naval Architecture in all its branches be certainly the principal object of this institution, yet the Society do not by any means intend to confine themselves merely to the form and structure of vessels. Every subordinate and collateral pursuit will claim a share of the attention of the Society in proportion to its merits; and whatever may have any tendency to render navigation more safe, salutary, and even pleasant, will not be neglected.

With such objects in view, the Society thought themselves justified in calling upon the public for their countenance and support. That their call has been attended to, will sufficiently appear from the respectable list of subscribers. And as they have every reason to expect support still more effectual, it is with confidence that they repeat their solicitations for further assistance, such as may enable them to extend their views—to make experiments on a large scale—

to assist young persons in the attainment of this most useful art—and even to institute an academy for the regular study, not only of the art itself, but of those sciences which ought to form the basis of it.

But the Society do not merely call upon the public for pecuniary assistance; in particular, they solicit the Officers of the Royal Navy and merchants' services to examine carefully the hints and plans which may at any time be laid before this Society; and to suggest any improvements that may occur, however minute they may appear to them; they being confessedly the best judges of the advantages to be derived from the facility of manœuvring ships, of the comparative excellence between one vessel and another in sailing, and all other desirable properties.

They likewise solicit all professional men, of what description soever, employed in the construction and equipment of shipping, to assist the Society with their knowledge and experience, and to forward the views of this institution.

Finally, they invite men of eminence in the mathematical sciences, as well in London, as in our Universities and elsewhere, to co-operate with them in their views for the public good. And they will thankfully receive information from every description of ingenious men, not only in this, but in every other country.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Rochester, Sept. 4th, 1802.

I BEG leave to call the attention of the gentlemen of the Navy, through the medium of your valuable publication, to a few interesting topics, which the leisure of peace may, perhaps, afford them an opportunity of considering.

1st, The Gazette accounts of actions, we know from experience, are frequently very barren, is it not then extremely desirable, that Officers, who have been in actions, of which we have very imperfect accounts, should, for the future benefit of the service, furnish more minute and particular details?

2d, An engagement is often terminated by some fortunate manœuvre of a ship, as many Officers in the Navy can testify; would not examples of this kind be extremely useful, and could not many of your correspondents furnish you with them from personal experience?

3d, Merit, in a private station, is seldom rewarded with public encomiums; but is it not to be wished, that instances of private merit should be handed down to posterity, and does not our Navy abound in such instances?

4th, From the manner in which naval enterprises have been conducted, may not much be learnt, and many valuable lives thereby saved in future? An Admiral, or a General, attacking a town, would he not make himself acquainted with all the assaults that the place had formerly withstood, in order to learn how to dispose his forces to the greatest advantage, and effect his purpose with the least loss? The same principle applies to attacks on vessels at anchor, surprises of forts, and the whole of that species of warfare denominated *coup de main*, and therefore accounts of such attacks, &c. going largely into the detail, might hereafter prove of great utility; these might be furnished by persons who have been engaged in the kind of service here mentioned.

5. Ships meeting with violent storms at sea are sometimes preserved from foundering, by very uncommon and singular expedients; might not accounts of these prove serviceable on future occasions?

These hints, I trust, Mr. Editor, are not altogether unworthy of the notice of your correspondents and readers; I must, however, remind them, if they are disposed to pursue my ideas, that accuracy is most likely to be obtained, by describing events while they are recent; the lapse of a few years makes great inroads on the memory, and the circumstances which formed the chief merit of an action or enterprise are soon forgotten.

I am, Sir,

Your obedient servant,

A LATE PURSER IN HIS MAJESTY'S NAVY.

In a great measure, we agree in opinion with what our correspondent recommends, and can promise him that no endeavours shall be wanting on our part to give efficacy to his hints. At the same time we must remind him, that the pages of the Naval Chronicle have often been devoted to the topics which he so justly commends; there is not one subject, which he mentions as deserving of attention, that has not appeared in the course of our work; and, we flatter ourselves, not without gratification to individuals, and advantage to the service.

DESCRIPTION OF PLATE XCVIII.

WE are indebted for the design of this plate to FRANCIS GIBSON, Esq. Fellow of the Antiquarian Society, a gentleman to whom the public are under various obligations. Our readers will rely on its accuracy when they are informed that the same person compiled the sailing directions which conducted Lord Nelson to the battle of Copenhagen. In the foreground of the picture is the battery called the Three Crowns, which flanked the Danish line of defence, and behind is a correct representation of the city of Copenhagen, as it appears from the roads.

COPENHAGEN, the chief city of Denmark, stands upon a low promontory, on the eastern shore of the large and fertile island of Zealand, about twenty-five British miles to the south of the celebrated Sound, where vessels that visit the Baltic pay a small tribute to Denmark. The scite is flat and rather marshy. Compared with other cities of Europe, its origin is of a modern date. It was founded about the year 1169, in the reign of Waldemar I. and was then called Kiopman's Hafen, or the Harbour of Merchants. It was made the royal residence in 1443, during the reign of Christopher, of Bavaria; since which time it has been gradually enlarged and beautified, and is become the capital of Denmark. Copenhagen is the best built city in the north, for though Petersburg excels it in superb edifices, yet as it contains no wooden houses, it does not display a striking contrast of meanness and magnificence, but exhibits a more pleasing and uniform appearance. The town is surrounded towards the land with regular ramparts and bastions, a broad wet ditch, and a few out-works. Its circumference measures between four and five miles; and it is computed that it contains nearly 80,000 inhabitants, the annual lists of births being, upon an average of several years, estimated at 2830, and deaths at 2955. The streets are regular, and well paved, with a narrow foot path on each side. The greatest part of the buildings are of brick; but a few are of freestone, which is brought from Germany. The houses of the nobility are in general splendid edifices, and constructed in the Italian style of architecture. The palace, which was erected by Christian VI. is a large and lofty pile of building, surmounted with a tower and cupola, which is a beautiful and conspicuous object from the sea. The four fronts are of stone, and the wings of brick stuccoed. Before the terrible fire in

1794, which consumed the interior of the building, the suite of royal apartments, particularly the Knights' hall, were grand and princely. In the sweeping wings are the royal stables, containing accommodation for 200 horses; the stalls are divided by pillars of dark Norway marble, and the racks and mangers are of copper, kept very bright.

This city owes its principal beauty to a dreadful fire in 1728, that destroyed five churches, and sixty-seven streets, which have since been rebuilt in the modern style. The new part of the town was raised by the late king Frederic V. and is extremely beautiful. In it is an octagon containing four uniform and elegant palaces; in the centre of an area, stands a noble equestrian statue of Frederic V. in bronze, on a pedestal of white marble. It was executed by Saly, at the expence of the Asiatic Company, and cost 80,000*l.* sterling.

Part of Copenhagen, called Christianshaven, is built upon the Isle of Amack, which island is about four miles long, and two broad, and is peopled by the descendants of a colony brought from East Friesland by Christian II. It contains six villages, and two churches, and between three and four thousand inhabitants, supplying the capital with butter, cheese, and vegetables. These people wear the ancient dress of their ancestors, and enjoy their particular privileges, having their own inferior tribunals; but in capital cases they are amenable to the King's Court of Justice in Copenhagen.

A considerable degree of commerce is carried on at Copenhagen; the haven is always crowded with merchants' ships; and the streets being intersected with broad canals, merchandize is brought close to the warehouses that line the quays.

The naval force of Denmark, before the battle of Copenhagen, consisted of thirty-eight ships of the line, including nine of fifty guns, and one of forty-four, and twenty frigates. According to the regulations of their service, a ship of ninety guns, carries 850 men, seventy guns, 700 men, sixty-four guns, 600, fifty guns, 450. Most part of the Danish navy, which is not employed on foreign service, is moored in the men of war's haven, where the ship's lie with their sterns to the respective magazines that contain their stores.

In 1779, Denmark furnished the Armed Neutrality with ten ships of the line, four frigates, and two ships of twenty guns each. The number of registered seamen is near 40,000; and the military force of Denmark, Norway, and Holstein, consists of 10,478 cavalry, and 56,431 infantry, making together 66,909 men. The annual revenues of Denmark are computed to be about a million and a half sterling; of which above one hundred thousand pounds arise from the tolls of the Sound and the two Belts.

SAILING DIRECTIONS FOR COPENHAGEN.

[Communicated by Mr. GIBSON.]

After passing Elsinour castle, you give Huen or Tycho Brahe's Island a tolerable good birth, till you observe the spires of Copenhagen rising out of the water, the distance about seven leagues. With a fair wind, run until you bring the great northernmost crane on with the southernmost steeple, which is easily distinguished from the rest, by its spiral form, and statue on its summit. You will then see the first buoy of the Grounds, and may take either the Caspar or King's Channel, or the eastern gatt, called the Outer-deep, as the wind suits. On entering the Outer-deep borrow towards the middle Ground, as the rocky side of Southolm is very steep; opposite the first and second buoy you may be aground in thirteen feet water, with seven fathoms under the stern; going to the southward, the Southolm still continues steep, though in a less degree.

Above the third buoy of the middle, lies a dangerous spit from the Amack side; in the chart of the Sound you will observe several good and distinct marks of it. It is most to be guarded against by ships coming from the southward, as it lies nearly as far to the eastward as the Caspar buoy.

After passing this spit to the northward, the channel widens towards Draker, abreast of which it is contracted by a spit running westward above a mile. Here is the shoalest water in the whole passage of the Grounds, seldom more than four fathoms, and after a long continuance of southerly winds often less. The shoals in the Grounds are rocky, and the water generally so clear, that the bottom may be seen in six fathoms water. The currents, either from the north or south, generally take a pretty straight course through the Grounds.

After passing Draker, you will see two trees on Steden Point, bearing S. W. $\frac{1}{2}$ S. distant seven leagues; your course is then S. S. W. seven leagues to Falsterbom Reef.

Lord Nelson passed up through the Outer-deep, brought up below Draker during the night, and came down by the Caspar or King's Channel.

Ships bound to Copenhagen leave the Crown batteries on the larboard side, in five fathoms, then pass a floating beacon, the water gradually shoaling towards the citadel, near the southernmost angle of which lies the way into the merchants' mole, which is divided from the men of wars' haven by a strong boom.

TO THE EDITOR OF THE NAVAL CHRONICLE.

*His Majesty's Sloop Pheasant, Halifax,
Nova Scotia, 9th Aug. 1802.*

SIR,

HAVING noticed in the obituary of your Naval Chronicle, Vol. VII. page 180, that in your account of the death of George Augustus Delanoe, Esq. late Commander of his Majesty's sloop Ann, you mention that he was Second Lieutenant and Commanding Officer on board his Majesty's ship Repulse at the time she was retaken from the mutineers at the Nore in the year 1797.

As First Lieutenant of that ship at the time, and being the person who planned the enterprise, and commanded during the whole of its execution, I feel it my duty to have the mistake in your statement corrected, and this I do without the smallest wish to diminish in the least the fame of Captain Delanoe, but I should not do justice to myself ~~was~~ without notice to permit the merit of that transaction to be ascribed to Captain Delanoe, who was only second in command, and received the unfortunate, though honourable wound, you mention, while he was gallantly seconding my exertions on that trying occasion, and during the time he was in the actual execution of my orders.

The disposition you have manifested in your publication to perpetuate the fame of all those who have distinguished themselves in his Majesty's Naval Service, leaves no doubt on my mind, but that you will take the earliest opportunity to correct the mistake you have made on this occasion, by publishing this note, together with my letter to Captain Alms on surrendering to him the command of his Majesty's ship Repulse at Sheerness. In doing this,

You will oblige

Your obedient servant,

HENRY CAREW.

(COPY.)

His Majesty's ship Repulse, Sheerness Harbour, 9th June 1797.

SIR,

IT is with much satisfaction I inform you, that having this day laid a plan assisted by each of the Lieutenants, Master, Purser, Marine Officer, and Boatswain, together with all the gentlemen of the quarter-deck, for the purpose of retaking the command of his Majesty's ship Repulse, and having been led thereto from the loyal disposition of part of the ship's company.

The plan I intended carrying into effect at the hour of eleven this night, having arranged these circumstances, nearly about the time the Leopard was perceived under way, our loyal party took fire thereat, and fearful of losing power by delay, caught the moment, and with great success, carried our point; unfortunately it happened to be low water, and the ship soon after getting under sail, took the ground for nearly two hours under a heavy fire from the Monmouth, Director, Grampus, and Ranger. I am sorry to signify that the Second Lieutenant Delanoe, lost his leg in this business, but the nature of such a service will strike you with astonishment, that this was the only loss received, but the hull, sails, and rigging were very much damaged.

I have every gratitude to each of my assistants, and part of the ship's company, in thus enabling me to inform you of the safety of his Majesty's ship here.

I am,

Sir,

Your most obedient,

Humble servant,

HENRY CAREW.

*Captain Alms, his Majesty's
ship Repulse.*

NAVAL LITERATURE.

NAVAL CHRONOLOGY; or, *An Historical Summary of Naval and Maritime Events, from the Time of the Romans, to the Treaty of Peace 1802. With an Appendix. In 5 vols. By ISAAC SCHOMBERG, Esq. Captain in the Royal Navy.*

WE are happy to find that a gentleman of the Naval profession, has devoted his leisure to illustrate the service to which he belongs; and we have to congratulate our readers on the appearance of the valuable and elaborate work, now under our consideration. How much a work of the kind was wanted, any person in the least acquainted with Naval History must be sensible; and we can safely venture to affirm, that the present will go a great way to remove this ground of complaint. Nor are Captain Schomberg's merits as an historian of an inferior class; in his relations, he is faithful, accurate, and impartial, omitting nothing that is material to his narrative, scrupulously exact, and bestowing praise and censure with an equal hand. If the style of our author has not the polish of a classical student, it is at least free from any glaring defects, and is simple, perspicuous, and well adapted to his subject. In the arrangement of his work there is much to commend; it differs widely from that of any former writers who have treated of Naval Affairs, and seems the most proper that can be employed on such topics.

As Captain Schomberg's preface gives a very clear view of the nature and design of his work, we shall, for the satisfaction of our readers, and out of justice to the author, subjoin it. The dedication to Lord Hood, the author's patron, does honour to Captain Schomberg's feelings; and with pleasure we observe, that a numerous and most respectable list of subscribers, most of them naval characters of high eminence, "names dear to valour and their country," is appended to the first volume.

The task which I have undertaken on a subject already so ably handled by some of the most distinguished characters in the literary world, will not, I should hope, render this production less acceptable, especially as none on a similar plan has hitherto been introduced to the notice of the public.

It often happens that men who are bred to the naval and military profession, when unemployed in the service of their country, find themselves at a loss for some occupation to fill up the great vacuum resulting from the want of those professional and active pursuits to which they have been so much accustomed. There are no doubt many who from age, infirmities, and length of service, wish to retire in ease and comfort, and whose situation requires that certain degree of relaxation, which the fatigues of service, and change of climate, may have rendered so necessary. Still, among the number, there are several to whom we are much beholden, for having employed not only their professional, but literary, abilities to the improvement and advantage of the respective services—a pleasure and satisfaction which every man must feel who is a sincere and zealous lover of his country.

Impressed with these ideas, and urged on by such examples, I was induced to devote my leisure moments in compiling the following sheets; having frequently, in the course of service, experienced the great utility that might be found in a chronological abridgment of the Naval History, with other maritime and nautical events, not only as a work which might afford some entertainment and instruction, but more particularly as a book of reference.

The necessary connection between our civil and military, with that of our naval history, makes the latter, in general, very voluminous,—the thought naturally occurred, that a work of this kind would be considered useful to nautical men, and would also serve to refresh the memories of Sea Officers, with those heroic and glorious actions of our ancestors, which should ever stand before us, as examples worthy our imitation.

As it will in a great measure show the rise and progress of the British Navy, I judged it necessary to commence its history at so early a period as that in which the Britons were constantly exposed to invasions from their neighbours. Perpetually harassed and insulted, they were roused to the exertion of national spirit, and they began to discover the natural strength of their situation, and how much, by the establishment of a powerful marine, they would be preserved, not only from the attacks of their invaders, but also against the great number of pirates which infested the Channel; such a force was soon found of the greatest advantage to the nation, for in the year of our Lord 288, by the desertion of a Roman general, who brought over

with him a considerable fleet, which was united to that of the Britons, they became so formidable in their Navy, as to claim the dominion of the sea; which was insisted on and confirmed by Edgar the Great, who compelled all the Kings of Britain and the adjacent isles, to acknowledge his right and authority. The naval superiority and power which Great Britain has maintained ever since that period, notwithstanding the various obstinate disputes which have caused so much slaughter, have been supported by her in opposition to the united maritime powers of Europe.

It is an object of amusement and utility for Sea Officers to be acquainted with the times of invention and introduction of the many mathematical and nautical instruments, charts, &c. by which we are enabled to traverse the immense ocean in almost perfect security. The near approach to the discovery of the longitude in these modern days, by the ingenuity, industry, and astronomical abilities of Mr. Witchel's lunar observations, and Mr. Harrison's invention of the time-keeper, have proved truly beneficial to mariners.

The numerous adventurers both of our own and other nations, to whose persevering and indefatigable labours, we are so much indebted for having explored the then unknown seas, and enlightened us by their various and useful discoveries, as well as those distinguished British circumnavigators, Drake, Anson, Byron, Wallis, Carteret, Furneaux, Vancouver, and the ever-memorable Cooke, are worthy of a distinguished place in the records of history.

The events and occurrences are curtailed as much as circumstances would permit, in order that the work may not be extended more than was absolutely necessary; those during the famous Dutch wars, and in the two last, are deserving our particular observation, and are more detailed. The original plan was, to have comprised it in three volumes, and to end the 31st of December 1800, had not the prospect of peace, and the signing its preliminary articles, encouraged me to bring it up to that period. This, with the many heroic exploits which have been performed during the last war, are so deserving of record, that I should have considered myself very remiss in not giving them that place in history which they so justly merit, and which is due to the names and characters of those gallant men who have borne so active and conspicuous a part in adding immortal honours to the British Navy.

By extending the work to two more volumes, I have also been able to introduce many useful state papers, together with the opinion and judgment of Sir William Scott in many interesting prize causes in the Court of Admiralty, particularly that on the right of search of neutrals by the Belligerent Powers.

The Appendix is given in two separate volumes, in order the more readily to refer to any particular occurrence. It contains the state of the Royal Navy of Great Britain, its various successes and losses, with a comparative view of those of other powers; a list of fleets, squadrons, lines of battle; an account of the different offices in the Naval Department, with the names of those noblemen and gentlemen who have served in each; a list of the Admirals and Post Captains who have borne commissions in the Royal Navy, with an account of any important service they have performed, besides other useful information.

Some events having been obtained since the work went to the press, and others more accurately stated, they are subjoined in a supplement at the end of each volume.

The candour of my readers will, I should hope, be blind to such errors, which may too often occur, and expose my humble production to censure and criticism; but when they consider that it is from the pen of one, whose profession requires so early an introduction, that it interferes with those pursuits of classical learning, which are necessary qualifications to enable him to appear before the public as an author, and who has undertaken this work to fill up those leisure hours which were unemployed by his country; I am persuaded they will have good humour enough to pass over faults which might be deemed inexcusable in any other situation.

Should it, in general, meet the approbation of not only the Officers in the Royal Navy, but all those who are conversant in nautical affairs, as well as others of my readers, I shall think myself amply rewarded, in having bestowed my time and labour so beneficially.

We shall now proceed to give our readers an abstract of the contents of each volume, by which means they will be better able to judge of the value and importance of the work. At the same time we must observe, that each volume seems to have been executed with an equal degree of care, and much attention has been bestowed on the work, to render it a valuable addition, not only to every nautical library, but to the library of every person who wishes to possess a complete collection of British history.

The first volume contains a chronological account of naval and maritime events from the time of the Romans, A. D. 288, to the conclusion of the year 1779, in 481

pages, with an index. The early part of the history, necessarily brief, records the events under the names of the sovereigns, in whose reigns they occurred; but in the course of the work, the transactions of our marine are divided into different heads, and a yearly summary is given of them. This arrangement commences with the year 1740, and is divided into *occurrences at home*, proceedings of the fleet in the *Mediterranean*, *North America*, and *the West Indies*; and afterwards, according to the nature of the war, to the different parts in which our fleets have been employed, so that an account of each squadron is to be met with, under the name of the station, where they were respectively engaged. Under the article *Occurrences at Home*, are placed the proceedings in Parliament respecting the Navy, the promotion of Flag-Officers, changes in the Board of Admiralty, Court-Martials, the transactions of the Channel Fleet, and of our cruisers in and near the British seas.

The second and third volumes, on a similar plan, bring the Naval History of Britain down to the conclusion of the late war; and like the former, have each a copious and useful index. The number of pages in the second volume is 454, and in the third 640.

The fourth and fifth volumes contain the Appendix, in two parts, which are further divided into chapters. The first chapter, of the first part, gives the state of the Royal Navy at various periods, from the death of Queen Elizabeth, to the peace in 1801, with comparative views of the navies of France, Spain, Holland, Russia, Sweden, Denmark, and the United States of America. Also lists of ships of the line, which have been launched from 1756 to the 31st of December 1801; and a list of ships of the line, which have been broken up, or otherwise disposed of, from the year 1763 to the above mentioned period, and in whose administration. Chapter II. contains a list of lines of battle, fleets, and squadrons, from June 1691, to May 1799, including the French, Spanish, and Dutch, lines of battle on

various occasions. The second part of the Appendix, Chapter I. gives an account of the losses sustained by the several Belligerent Powers from the year 1688, to the present time, the names of the ships, the number of guns mounted, of men they carried, and where, and by whom taken or destroyed. Chapter II. contains an account of the *Public Offices in the Naval Department*, with a list of the Lords High Admirals, and Lords Commissioners of the Admiralty; Treasurers of the Navy; duty of the Navy Office; Commissioners of the Navy, Dock yards, Victualling Office, Transport Board, Sick and Wounded Office, and Marine Office. A list of the Governors, Lieutenant-Governors, and other Officers of Greenwich Hospital, since its establishment, on the 1st of December 1704, to the 31st of December 1801. Chapter III. a list of the noblemen and gentlemen who have been raised to the dignity of Admirals in the Royal Navy of England and Great Britain, from the restoration of King Charles the Second 1660, to the 31st of December 1801. Chapter IV. a list of Captains who have served in the Royal Navy of Great Britain, from the year 1653 to 1802; with the names of those retired from active service, and put on the 10s. list established in 1786, and a list of the Admirals and Captains, who have lost their lives in the service, from the year 1665 to 1801.

Such are the principal contents of Captain Schomberg's valuable work; we ought, however, to mention, that his lists, whether of ships or men, are not dry lists of names or dates, but frequently enlivened with important biographical notices, or interesting remarks. Of the accuracy of our author we have already given an opinion, and therefore any further praise on that score would be superfluous. His work, as a book of reference, can scarcely be surpassed; it will therefore, be read with pleasure and instruction by the Naval Officer:—with gratitude and admiration by every lover of his country. But let it not be imagined, that we consider these volumes as a complete history of the Navy of

Britain, as an history which we think either worthy of the subject, or the literary character of the nation. We can bear the most unqualified testimony to the utility of the work, and to the diligence and fidelity with which it has been executed ; but we are by no means disposed to affirm that it supersedes the necessity of some future production on the same subject. The Navy of Britain is so *glorious a theme*, that we should rejoice to see the pen of a Zenophon or a Tacitus employed in recording *its exploits*. Compared with former writers, Captain Schomberg's work will hold an honourable place on the shelves of the learned ; his precursors, for the most part, were men of no considerable abilities, and their writings are little sought after, even by those whose professional occupations induce them to investigate the subjects of which they treat, much less are they capable of exciting the attention of persons, whose studies and pursuits are directed to different objects ; but the work under our consideration possesses qualities which will render it not only agreeable to the professional, but to the general reader ; and, until a more perfect one appears, must be considered as, perhaps, the most valuable production on the naval history of Britain, that has hitherto met the eye of the public.

The following extracts may serve as a specimen of Captain Schomberg's style and manner. The name of Blake is still mentioned with respect and veneration by all lovers of the naval glory of their country ; and therefore any particulars, relative to so intrepid and fortunate a Commander, must be acceptable to our readers.

The gallant Blake was more fortunate in the Mediterranean ; after having compelled the Grand Duke of Tuscany to make reparation for his former conduct to the English, he sailed from Leghorn, and on the 10th of March arrived at Algiers, where anchoring his fleet without the Mole, he sent an Officer to the Dey, to insist upon the ships and subjects of England, which had been taken, being restored, This demand the Dey instantly complied with. Blake then sailed to Tunis, where he was not so cordially received. The Bey replied to

his demand, "Here are our castles of Culleta and Porto Ferino, you may do your worst." The Tunisian soon paid dearly for his haughty answer. Blake immediately entered the bay of Porto Ferino, and brought his squadron up within musquet-shot of the fort, which he soon reduced to a defenceless state. The Admiral then gave directions for the boats of the fleet to be manned and armed, and boldly entering the harbour, they boarded and burnt nine of the pirate's capital ships. On this service the English had twenty-five men killed and forty wounded. Admiral Blake's next expedition was to Tripoli; with this State he concluded an honourable peace; and sailed again to Tunis. Fearing lest he should do more execution, the inhabitants implored his mercy, and entreated him to grant them a peace. These glorious actions made the name of Blake as great a terror in Asia and Africa, as it had been formidable in Europe*.

Before we leave this intrepid and heroic Englishman, it is but justice to his memory to relate an anecdote of him, so deserving of record, viz. While he was lying at Malaga with the English fleet, some of his sailors being on shore, ridiculed the host, which they met in the street; the priest highly resented this insult to their religion, and irritated the people to revenge themselves by beating the sailors very severely. When they returned on board they complained to the Admiral, who sent a trumpet to the Governor demanding the priest to be sent on board to him. The Governor returned for answer, "that he had no power over the church, and could not send him." Blake sent a second message to say, that he would not enter into the question, who had power to send him, but that if he was not sent within three hours, he would destroy the town. The inhabitants alarmed at this threat, obliged the Governor to send the priest, who, when he came on board, excused himself to the Admiral, by representing the improper behaviour of the sailors. Blake with much calmness and composure told him, "that if he had complained of this outrage, he would have punished them severely; for he would not suffer any of his men to affront the established religion of a place, where he touched: but he blamed him for setting on a mob of Spaniards to beat them; that he would have him and the whole world know, that none but an Englishman should chastise an Englishman."

In the year 1666, the English sustained some losses in their war with the Dutch; the account of them, as given by

* A Dutch Admiral laying with a squadron at Cadiz at the same time with Blake, struck his flag, and refused to hoist it, out of respect to the English Admiral,

Captain Schomberg, are extremely interesting, by reason of the desperate valour with which the English fought, and the praise bestowed on their conduct by the enemy.

This year the command of the fleet was given to Prince Rupert and the Duke of Albemarle; the former had orders to sail in quest of a French fleet, which consisted of thirty-six ships, under the command of the Duke of Beaufort, and were designed to enter the Channel, for the purpose of joining the Dutch fleet, commanded by De Ruyter, who was off Dunkirk with seventy-one sail of the line, twelve frigates, thirteen fireships, and eight yachts.

On the 1st of June the Duke of Albemarle, who had put to sea with sixty sail, fell in with De Ruyter, and instantly bore down upon him with the utmost bravery. The action soon began, and continued with great violence until night parted the combatants. The ships, in which were De Ruyter and Van Tromp, were so much shattered that they were obliged to shift their flags and had nearly been taken. One ship was blown up, and Admiral Evertzen killed. On the side of the English, Sir William Berkeley, who gallantly led the van in the *Swiftsure*, a second rate, being attacked on all sides by the enemy, was killed, and his ship compelled to strike. The *Essex*, a third rate, was also taken. The intrepid conduct of Sir John Harman, who commanded the *Henry*, deserves to be recorded. The ship being surrounded and assailed from all quarters by the Zealand squadron, Admiral Evertzen, who commanded it, hailed and offered him quarter; to which this brave fellow replied, "No, Sir, it is not come to that yet." The next broadside killed the Dutch Admiral, by which means their squadron was thrown into confusion and obliged to quit the *Henry*. Three fireships were now sent to burn her, one of them grappled her starboard quarter, but the smoke was too thick to discern where the grappling irons had hooked, until the blaze burst out, when the boatswain resolutely jumped on board, disentangled the irons, and instantly recovered his own ship. Scarcely was this effected before another fireship boarded her on the larboard side; the sails and rigging taking fire, destruction seemed inevitable, and several of the crew threw themselves into the sea; upon which Sir John Harman drew his sword and threatened to kill any who should attempt to quit the ship. The exertions, at length, of the remaining crew extinguished the flames. Sir John Harman, although his leg was broken, continued on deck giving directions, and sunk another fireship which was bearing down upon him. In this crippled state he got into Harwich, and repaired the damages his ship had

sustained in sufficient time to be at sea and share in the following actions.

On the 2d, in the morning *, the battle was renewed with increased fury. Van Tromp rashly pushing in amidst the English ships had a narrow escape. De Ruyter, who came down to his assistance was in equal danger; these Admirals being reinforced by sixteen Dutch ships gave an instant turn to the battle; and the Duke of Albemarle became so hard pressed, that he found it necessary to retreat towards the English coast. The Dutch continued to pursue him until night, when a calm put an end to the conflict. In the morning the Duke of Albemarle finding that he had only with him twenty-eight ships fit for service, and the Dutch still in pursuit with a much superior force, ordered three of the ships most disabled to be burnt, and directed those which had not suffered so much to go ahead to look out, preserving the line himself with the rest to receive the pursuers.

In the afternoon, when the Dutch fleet was almost within gunshot, a fleet was discovered to the southward, which the Duke soon perceived to be the squadron under Prince Rupert crowding sail to join him.

The English Admiral instantly hauled to the wind, the more readily to effect the junction. Sir George Ayscue, in the Royal Prince, of 100 guns, standing too near the shoals, run upon the Galloper, where she was surrounded by the Dutch fleet and taken †.

On the 4th, about eight in the morning, the English squadron having joined, pursued and came up with the Dutch fleet. The attack was now made and supported with greater violence and resolution

* Previous to the action a council of war was held, wherein the Duke of Albemarle gave this opinion:—"That if we had dreaded the numbers of our enemies, we should have fled yesterday; but though we are inferior to them in ships, we are in all things else superior. Force gives them courage. Let us, if we need it, borrow resolution from the thoughts of what we have formerly performed. Let the enemy feel, that though our fleet be divided, our spirit is entire. At the worst it will be more honourable to die bravely here on our own element, than to be made spectacles to the Dutch: To be overcome is the fortune of war, but to fly is the fashion of cowards. Let us teach the world, that Englishmen would rather be acquainted with death than with fear."

† The capture of an English Admiral caused great exultation among the Dutch; this has been assigned by some Sea Officers as a reason why the English do not wear the red flag at the main; but Sir George Ayscue was Admiral of the White. The distinguishing flag of the red squadron has ever been the Union or flag of the Lord High Admiral. Sir George Ayscue on his return to England was set aside.

than before. The action continued until seven in the evening, when a thick fog put an end to this dreadful and bloody contest, each retiring to its own coast claiming the honour of the victory.

The loss sustained by the English in this long and well-fought battle is computed at sixteen men of war, ten of which were sunk, and six taken. Between five and six thousand men were killed and wounded. The English writers mention the Dutch to have lost fifteen men of war, twenty-one Captains, and five thousand men; their own authors confess nine ships to have been lost, and a prodigious slaughter.

The pensioner, De Witte, said after this battle, "If the English are beaten, their defeat did them more honour than all their former victories; their own fleet could never have been brought on after the first day's fight, and he believed none but theirs could; and all the Dutch had discovered, was, that Englishmen might be killed and English ships burnt, but that English courage was invincible."

The action off Cape La Hogue, 1692, memorable, not only on account of the glorious victory gained by our fleet, and its important consequences in saving the nation from an invasion, but for the severe check which it gave for a series of years to the French marine, is thus described by our author:—

About the middle of May Admiral Russel had collected a very powerful fleet, which, in conjunction with a Dutch squadron, amounted to ninety-nine sail of men of war. With this force he sailed from St. Helens on the 18th of May, and stretched over to the coast of France. The next morning, at three o'clock, the look-out ships made the signal for having discovered an enemy. Orders were immediately given to form the line of battle, and at eight o'clock it was completed. At ten, the French being to windward, the Count Tourville bore down with great resolution; and at eleven this ever memorable action began off Cape La Hogue. At one, the French Admiral was so much shattered that he was obliged to be towed out of the line. The battle continued with great violence until four, when so thick a fog came on that the enemy could not be seen; on its clearing up, they were discovered much scattered and in disorder steering to the northward. Admiral Russel instantly made the signal for a general chase; but unluckily the fog coming on much darker than before, he was obliged to anchor in order to keep his fleet collected. The weather again clearing up, the Admiral got under weigh

and pursued the flying enemy. About eight in the evening the blue squadron got up with the enemy, and engaged for about half an hour, when having lost four of their ships they bore away for Conquet Road. In this short action Rear-Admiral Carter was killed. The two next days the weather proved so dark and foggy, that although both fleets were frequently in sight of each other, nothing effectual could be done. The French continued standing to the westward, and the English pursuing them.

On the 22d, in the morning, the English fleet was so well up with the enemy, that at eleven o'clock the French Admiral ran ashore and cut away his masts; his two seconds and some other ships plied up and remained by him. Admiral Russel observing their situation, ordered Sir Ralph Delaval, who was in the rear, to keep a sufficient number of ships in his division ready to destroy those of the enemy, and to send the rest to join the body of the fleet. In the evening many of the enemy's ships were seen standing into La Hogue. On the 23d, the Admiral sent Sir George Rooke with several men of war, some fireships, and all the boats of the fleet to destroy those ships in the bay. On his approach he observed thirteen sail of men of war, which had got so high up into the bay, that none but the small frigates and boats could advance near enough to be of service. Sir George, determined to execute his orders, gave directions for the boats to be manned, and instantly proceeded to the attack, going himself to encourage the enterprise. The boats vied with each other who should be the foremost in boarding the enemy, who were so much alarmed and terrified at the intrepidity of the English seamen, that they crowded out of their ships on one side as the conquerors entered the other. Six of the ships of war were burnt that night, and the other seven the next morning, with several transports and vessels laden with ammunition. The English lost only ten men on this service, although it was performed under a prodigious fire from the enemy's batteries on shore, and within sight of their camp.

Some of the enemy's ships pushed through the race of Alderney, and took shelter in St. Maloes, where our ships could not with safety follow them.

After this important victory Admiral Russel returned to Portsmouth with the greater part of the fleet to refit, and left out Sir John Ashby, with twelve sail of the line, and Vice-Admiral Calenberg with the like number of Dutch, to cruise, and endeavour to destroy the French ships that had put into Havre-de-Grace; but stormy weather and the secure retreat of the enemy rendered it impracticable.

The ships the French lost in this action were as follows :—

Soleil Royal,	104	Count de Tourville,
L'Ambitieux,	104	{ Chevalier de la Villette, Vice-
L'Admirable	90	Admiral of the Blue,
L'Etonant,	80	Monsieur Beaujean,
Te Terrible,	80	Monsieur de Septime,
		Monsieur Septville,
Le Magnifique,	76	{ Monsieur Cottolage, Rear-Ad-
		miral of the Blue,
Le St. Philip,	76	Monsieur Infreville,
Le Conquerent,	76	Monsieur du Magnon,
Le Triomphante,	74	Monsieur Bellemont,
L'Amiable,	68	Monsieur de Raal,
Le Pier,	68	Monsieur Larsethoir,
Le Glorieux,	60	Le Count de Chateaumorent,
Le Serieux,	60	Monsieur Bernier,
Le Trident,	56	Monsieur Monteaud,
Le Prince,	60	Monsieur Bagneuz,
Le Sans Pareil,	60	Monsieur Ferille.

Another three decked ship was supposed to be burnt, name not known *.

We shall early resume our consideration of Captain Schomberg's interesting work, which we quit with mingled emotions of gratitude and regret: of gratitude, for the pleasure and instruction which his volumes have afforded us in the perusal; of regret, for the limits to which the nature of our publication necessarily confines our extracts. But we can assure our readers, that at an early opportunity, we shall lay before them further extracts, of a more recent date, from this truly valuable and useful publication.

A Voyage up the Mediterranean in his Majesty's Ship the Swiftsure, one of the Squadron under the command of Rear-Admiral Sir HORATIO NELSON, K. B. now Viscount and Baron NELSON of the Nile, and Duke of BRONTE, in Sicily. With a Description of the Battle of the Nile on the 1st of August 1798, and a Detail of Events that occurred subsequent to the Battle, in various Parts of the Mediterranean. By the Rev. COOPER WILLYAMS, A. M. late of Emmanuel College,

* Campbell's Lives of Admirals, vol. ii. page 363.

Cambridge; Vicar of Exning, Suffolk; Chaplain of his Majesty's Ship the Swiftsure; and Domestic Chaplain to the Earl of St. Vincent.
4to. 309 pages, and forty-three plates.

WE have to thank the author of the agreeable and elegant volume before us, for the pleasure which we have derived from the perusal of his work; and we are glad to find a Chaplain of the Navy employing his leisure to so much advantage as this gentleman has done *. In the event of a future war, we hope his example will not want imitators, and that the Chaplains of the Navy will become the historiographers of the squadrons to which they may belong. We can safely venture to prophesy that they will not want splendid achievements to record, and we cannot conceive how their hours of relaxation, from the duties of their sacred function, can be more laudably or usefully employed, than in transmitting to posterity the gallant deeds of their countrymen. Their situation, aloof from the duties of navigation, or the dangers of battle, gives them an opportunity of calm observation, and from their education and profession they ought to be qualified for literary pursuits. Our author seems to have made the best use of the advantages of his situation; and appears qualified in every respect for the office which he has undertaken. Speaking of himself, in his preface, he says,

Placed as he was in the midst of a battle as splendid and extraordinary as the page of history has ever recorded, an attendant of the chase which preceded it, and of the many interesting occurrences and scenes which the shores of the Mediterranean exhibited for nearly two years after its termination, he daily minuted down with his pen and pencil the observations and images which obtruded themselves upon him. The authenticity of such memorials, and the views of places and people, which the present as well as the past has rendered subjects of such warm curiosity and interest, may, as his friends flatter him, give a value to his simple diary, and the sketches, even if unskilful, of a self-taught artist. All know how soon the numberless minutæ now vivid in the memories of the actors, would yield to the

* Our author formerly published an "Account of the Campaign in the West Indies, in 1794."

pressure of more recent occupations, and fade away without a record; but these pages will furnish remembrances of their activity and glory on which they may look back with pleasure; and where their posterity may hereafter be proud to point out their names."

We proceed to extract, with pleasure, our author's account of the glorious battle of the Nile. The time of the occurrences during the action, he informs us, was corrected from the minutes of Mr. Gamble, Purser of the *Swiftsure*, who was employed in the honourable post of Signal Officer during the combat, and marked the events as they occurred; and further assistance was afforded him by Captain R. W. Miller, of the *Theseus*, so that the accuracy of the account may be very safely relied on.

At a quarter past three p. m. the Admiral made the signal 'to prepare for battle,' and we (in the *Alexander* and *Swiftsure*) had not bore up more than an hour, before we also descried the French fleet at anchor, in a line of battle, in the Bay of Aboukir. Towards them we stood with the enthusiastic ardour of men bent on conquest, and who knew there could be no alternative between that and death. By standing so far in towards Alexandria, we were left far astern. This was at first regarded as a most unfortunate event, but we had reason to think otherwise. At four p. m. the Admiral made the signal to prepare to anchor with springs on the cable, and that it was his intention to engage the van and centre of the enemy. At five the *Alexander* made a signal to the *Swiftsure*, that of standing into danger; and immediately tacked. Captain Hallowell luffed up to avoid the danger, and we had the mortification to perceive that the *Culloden* was aground on a reef of hidden rocks. These rocks extend a considerable way from the island, which forms the north-west point of the Bay of Aboukir. In his eager desire to gain a forward station in the glorious contest, the gallant * commander had with crowded sail borne down towards

* Captain Troubridge has passed almost the whole of his time in active service, and has had occasion repeatedly to distinguish himself for that zeal and intrepidity, which has so justly raised the naval character.

On that ever-memorable day, when a fleet of only fifteen British sail of the line, attacked and conquered twenty-seven sail of Spanish men of war of the largest size, bearing away four of their ships as trophies of the victory gained by Sir John Jervis, off Cape St. Vincent; Captain Troubridge, in the *Culloden*, had the distinguished honour to lead the van into battle. Now, when his ardent mind had pictured to himself fresh laurels to be won in defence and support of

the enemy. No one in the fleet had the least knowledge of the bay; nor was any known chart of it existing, except an ill drawn plan found on board the vessel captured on the 29th of June, which had been presented to the Admiral, but from that nothing certain could be made out. Captain Troubridge had kept constantly sounding as he proceeded, and, just before he struck, had found ten fathoms of water; before the lead could again be hove, the Culloden was fast aground on the rocks. Warned by his disaster, several other ships, standing into the same danger, were preserved from a similar fate. The evening was now closing in, the bay quite unknown, and the enemy ready to receive us, drawn up in a close line from north-east to south-west, forming an obtuse angle at the centre.

Here true heroism was displayed in the prompt decision of Admiral Nelson. When his squadron was well collected round him†, he determined without loss of time, to attack the foe, formidable as their appearance was; superior their number, weight of metal, and size; night coming on; and an unknown navigation. Surely too much cannot be said of such magnanimity! His honour, character, and life, were to be put to the decision of the enterprise; for it was well known that conquest or death was his determined object.

His resolution was instantly formed, and his intentions made known to the fleet by the signal 'for the headmost ship to bear down and engage, as she reached the van of the enemy; the next ship to pass by and engage the second ship of the line; and so on.' With alacrity was this signal obeyed: the sure presage of victory sat on the brow of every Briton, and a general ardour pervaded all ranks. The commanders, with that courage which distinguishes men inured to danger, saw the hazard of the contest, and prepared to meet it: their ships were trained to every exercise of arms; all means of preservation from fire, leaks, and other casualties, were arranged in order; a bower cable was got out of the after part of each ship, and bent forwards, that she might anchor

the honour of his country, to find all his prospects blasted! Not only unable to gain a forward station, he was totally rendered incapable of lending any aid to his gallant countrymen and obliged to remain an inactive spectator of a contest in which he had hoped to have borne a distinguished part! His feelings were such as only a brave man, by imagining himself exposed to a similar disaster, can form any idea of.

† Except the *Alexander* and *Swiftsure*, who were under a press of sail, making the best of their way to join.

by the stern; the dreadful engines of destruction ready primed and doubly loaded; the men at their quarters, waiting in silent expectation the orders of their superiors; the officers respectfully looking towards their captains, and waiting with firmness the awful moment. The enemy's line presented a most formidable appearance: it was anchored in close order, and apparently near the shore; flanked with gun-boats, mortar vessels, and four large frigates; with a battery of guns and mortars, on an island near which we must pass. This posture gave the most decided advantage to the French, whose well known perfection and skill in the use of artillery, has so often secured to them splendid victories on shore: to that they were now to look for success; for each ship being at anchor, became a fixed battery.

The British Admiral, who saw all the advantages the enemy possessed, but saw them with a seaman's eye, knew that they must have room to swing the length of their cables; and, consequently, that there would be space enough for our ships to anchor between them and the shore.

The Goliath*, commanded by Captain Foley, had the distinguished honour to lead the fleet into battle. The water was smooth, and a pleasant fine breeze soon brought him within reach of the guns of the enemy. By a quarter past six p. m. the French commenced the engagement; in two minutes he returned their fire, and then doubled their line and anchored alongside of the second ship in the van.

Captain Hood†, in the Zealous, followed close and took his station on the bows of the Guerrier with great judgment; and in

* Captain Foley has again fought under Lord Nelson, who hoisted his flag on board his ship, the Elephant, in the late daring attack and victory off Copenhagen. At the capture of the island of Corsica, Captain Foley commanded the St. George of 98 guns, the flag-ship of Rear-Admiral Gell. In Lord St. Vincent's victory over the Spaniards, he also bore a distinguished part, as he commanded the Britannia, of 100 guns, which ship bore the flag of Vice-Admiral Sir Charles Thompson.

† Captain Hood had been hailed by the Admiral, to know if he thought there was sufficient depth of water for our ships between the enemy and the shore; Captain Hood said he did not know, but, with the Admiral's permission, he would lead in and try. The Goliath, however, being the fastest sailer, and having the start, first gained the post of honour.

The following anecdote is so highly characteristic, that I must beg leave to mention it. At the time of the evacuation of Toulon, Captain Hood commanded the Juno frigate on that station: previous to that event, he had sailed on a cruise. When he returned to port, unconscious of what had happened in his absence, he sailed into the harbour and anchored without being aware of his dilemma. The evening was hazy, with heavy rains; no colours were

twelve minutes the *Guerrier* was totally dismasted. The *Goliath* who had, as I before observed, anchored alongside of the *Conquerant*, shot away her opponent's masts in ten minutes after. The third ship that doubled the van of the French line, was the *Orion*, commanded by Sir James Saumarez *. A frigate, *La Sirriouse*, fired upon him as he passed, and Sir James ordered a few guns to be pointed at her; a broadside, however, was discharged, and the frigate instantly sunk. He then proceeded and took his station on the larboard bow of the *Franklin*, and quarter of the *Peuple Souverain*, receiving and returning the fire of both. The *Audacious*, commanded by Captain Gould †, next followed, and dropped anchor on the bows of the *Conquerant*, where he commenced a spirited and galling fire. Captain Miller, in the *Theseus*, was the last that anchored between the French line and the shore. Passing between the *Guerrier* and *Zealous*, he could not resist the opportunity which offered, as he brushed the Frenchman's sides, of pouring in an effective broadside: he then took his station on the larboard side of the *Spartiate*. The *Vanguard*, distinguished by the flag of Admiral Nelson, now entered the battle. Aware of the impossibility of the rear of the enemy (being to leeward) coming to the assistance of their van, he determined to

displayed on the batteries, or if they were, they were not visible, or were English. A boat came alongside; several Frenchmen of the new municipality came on board; they were asked for news, and perceiving the mistake that still reigned, they conversed with him as if they belonged to the British Government. By good fortune the tri-colour cockade in the hat of one of them caught his eye, and he saw the treacherous tendency of their visit. On this, with great presence of mind, having set before them some refreshments, he went on deck and communicated to the officers and crew the situation of the ship; gave orders to slip the cable, and make all possible exertion to sail out of the harbour. This he effected in defiance of a heavy cannonade from the fort and batteries as he passed, and soon after joined the fleet under the command of Lord Hood, with the welcome account of his adventure and fortunate escape.

* This officer has had the good fortune, repeatedly, to distinguish himself. Early in this war, he commanded the *Circe*, of 36 guns. Being on a cruise off Cherbourg, he fell in with the *Crescent*, French frigate. After a close action of more than two hours, during which the enemy lost 120 men, killed and wounded, he captured her without the loss of one man in his own ship. For this gallant action he received the honour of knighthood. He commanded the *Orion* in Lord Bridport's action off Port L'Orient, 3d June 1795. And in Lord St Vincent's unrivalled victory over the Spaniards, he also, in the same ship, had a share in the glory of that day. On June 6th, 1801, he was made a Baronet.

† At the capture of the island of Corsica, he commanded the *Cyclops* frigate, of 28 guns.

redouble his efforts to conquer one part before he attacked the rest. In pursuance of that resolution, he himself set the example to the rest of his fleet, and anchored withoutside of the enemy's line, who were, in consequence, completely between two fires. The Vanguard anchored within half-pistol-shot on the larboard side of the Spartiate, and began such a severe and well directed fire, that, totally dismasted, and having lost a great number of her crew, the Frenchman was obliged to call for quarter, which was immediately granted. Captain Louis *, in the Minotaur, anchored next a-head of the Admiral, and engaged the Aquilon, which was also obliged to strike to his superior fire. The Bellerophon, commanded by Captain Darby, now entered the conflict, and running down the line, dropped anchor alongside of L'Orient, of 120 guns, bearing the flag of the French commander in chief, Admiral Brueyes. The Defence, Captain Peyton, followed close, and took his station, with great judgment, ahead of the Minotaur, by which the line remained unbroken; he engaged the Franklin, of 80 guns, on the starboard bow. This ship bore the flag of Contre-Admiral Blanquet du Chelard, second in command. The Majestic, commanded by Captain Westcott, next came into action, and closely engaged the Heureux on the starboard bow, receiving also the fire of the Tonnant, an 80 gun ship, next astern of L'Orient. The superior weight of metal pouring in from these two ships, soon made dreadful havoc in the Majestic. Captain Westcott † fell by a musket shot at the time he was exerting himself with great gallantry to counteract the advantages possessed by the enemy in size and number, by the energy and vivacity of his fire. Mr. Cuthbert, the first lieutenant, continued to support the unequal conflict with determined courage and resolution. The Alexander and Swiftsure now came in for their share of glory. Having been (as I before observed) prevented assisting at the commencement of the battle, by bearing down to reconnoitre Alexandria, and afterwards being obliged to alter their course, to avoid the shoal that had proved so fatal to the Culloden, it was eight o'clock before they came into action, and total darkness had enveloped the combatants for some time, which was dispelled only by the frequent flashes from their guns; the volumes of smoke now rolling down

* He commanded this ship also at the recapture of the island of St. Lucia, in the West Indies, in 1796.

† In Lord Howe's action with the French fleet on the 1st of June 1794, Captain Westcott commanded the Impregnable, of 98 guns, the flag ship of Rear-Admiral Caldwell.

the line from the fierce fire of those engaged to windward, rendered it extremely difficult for the rest of the British ships who came in last to take their station: it was scarcely possible to distinguish friend from foe. To remedy this evil, Admiral Nelson directed his fleet to hoist four lights horizontally at the mizen-peak as soon as it was dark. The *Swiftsure* was bearing down under a press of sail, and had already got within range of the enemy's guns, when Captain Hallowell perceived a ship standing out of action under her fore-sail and fore-top-sail, having no lights displayed. Supposing that she was an enemy, he felt inclined to fire into her; but as that would have broken the plan* he had laid down for his conduct, he desisted: and happy it was that he did so; for we afterwards found the ship in question was the *Bellerophon*†, which had sustained such serious damage from the overwhelming fire of the French Admiral's enormous ship *L'Orient*, that Captain Darby found it was necessary for him to fall out of action, himself being wounded, two lieutenants killed, and near two hundred men killed and wounded. His remaining mast falling soon after, and in its fall killing several officers and men, (among the former was another of his lieutenants,) he was never able to regain his station. At three minutes past eight o'clock the *Swiftsure* anchored, taking the place that had before been occupied by the *Bellerophon*; and two minutes after began a steady and well directed fire on the quarter of the *Franklin* and bows of *L'Orient*. At the same instant the *Alexander* passed under the stern of the French Admiral, and anchored withinside on his larboard quarter,

* Captain Hallowell being aware of the difficulty of breaking men off from their guns when once they have begun to use them, determined not to suffer a shot to be fired on board the *Swiftsure*, till the sails were all clued up, and the ship anchored in her station. As the British fleet bore down towards the scene of action, they were first saluted by a shower of shot and shells, from two batteries on the island, and were then obliged to receive the whole fire from the broadsides of the French line full into their bows. The men being employed aloft in furling sails, and below hauling the braces, ranging the cables, and preparing every thing for placing the ships in the best situation at anchor, it is a providential circumstance that greater slaughter was not the consequence, especially, as it is but justice to observe, that the French received us with cool deliberate courage, and did not open their fire till we were within half-gun-shot distance of them, when both sides hoisted their colours. A shot striking the larboard bow of the *Swiftsure* several feet below the water mark, was a considerable annoyance; the chain-pumps were obliged to be kept constantly at work, nor could the leak be kept completely under; she had four feet water in the hold from the commencement to the end of the action.

† The lights which had been hoisted, must have gone overboard when the mizen-mast fell.

raking him and keeping up a severe fire of musketry on his decks. The last ship which entered the bloody conflict was the *Leander*. Captain Thompson bore up to the *Culloden* on seeing her strike, that he might afford any assistance in his power to get her off from her unfortunate situation, but finding that nothing could be done, and unwilling that his services should be lost, where they could be more effective, he made sail for the scene of action, and took his station with great judgment athwart hawse* of the *Franklin*; by which manœuvre he was enabled to do considerable damage to the enemy without exposing his own ship to the greatest danger. In the van, four of the French ships had already struck their colours to the British flag. The battle now raged chiefly in the centre. The *Franklin*, *L'Orient*, *Tonnant*, and *Heureux*, were in hot action, making every exertion to recover the glory that had been lost by their comrades. At three minutes past nine o'clock a fire was observed to have broken out in the cabin of *L'Orient*; to that point Captain Hallowell ordered as many guns as could be spared from firing on the *Franklin* to be directed; and, at the same time, that Captain Allen, of marines, should throw in the whole fire of his musketry into the enemy's quarter, while the *Alexander* on the other side was keeping up an incessant shower of shot to the same point. The conflagration now began to rage with dreadful fury: still the French Admiral sustained the honour of his flag with heroic firmness; but at length a period was put to his exertions by a cannon ball, which cut him asunder: he had before received three desperate wounds, one on the head, two in his body, but could not be prevailed on to quit his station on the arm-chest. His Captain, *Casa Bianca*, fell by his side. Several of the officers and men seeing the impracticability of extinguishing the fire, which had now extended itself along the upper decks, and was flaring up the masts, jumped overboard; some supporting themselves on spars and pieces of wreck, others swimming with all their might to escape the dreaded catastrophe. Shot flying in all directions, dashed many of them to pieces; others were picked up by the boats of the fleet, or dragged into the lower ports of the nearest ships; the British sailors humanely stretched forth their hands to save a fallen enemy, though the battle at that moment raged with uncontrolled fury. The *Swiftsure*, that was anchored within half-pistol shot of the larboard bow of *L'Orient*, saved the lives of the commissary, first lieutenant, and ten men, who were

* A sea term, meaning across the headmost part of a ship as she lies at anchor.

drawn out of the water into the lower deck ports during the hottest part of the action. The situation of the *Alexander* and *Swiftsure* was perilous in the extreme. The expected explosion of such a ship as *L'Orient* was to be dreaded, as involving all around in certain destruction. Captain Hallowell, however, determined not to move from his devoted station, though repeatedly urged to do so. He perceived the advantage he possessed of being to windward of the burning ship. Captain Ball was not so fortunate; he twice had the mortification to perceive that the fire of the enemy had communicated to his own ship. He was obliged therefore to change his birth and move a little further off.

Admiral Nelson, who had received a very severe wound on his head, and was obliged to be carried off the deck, was informed by Captain Berry, of the situation of the enemy. Forgetting his own sufferings, he hastened on deck, impelled by the purest humanity, and gave directions that every exertion should be made to save as many lives as possible. All the boats of the *Vanguard*, and of the nearest ships that could swim, were sent on this service, and above seventy Frenchmen were saved by the exertion of those so lately employed in their destruction. The van of our fleet having finished for the present their part in the glorious struggle, had now a fine view of the two lines illumined by the flames of the ill-fated foe; the colours of the contending powers being plainly distinguished. The moon, which had risen, opposing her cold light to the warm glow of the fire beneath, added to the grand and solemn picture. The flames had by this time made such progress, that an explosion was instantly expected, yet the enemy on the lower deck, either insensible of the danger that surrounded them, or impelled by the last paroxysms of despair and vengeance, continued to fire upon us.

At thirty-seven minutes past nine the fatal explosion happened. The fire communicated to the magazine, and *L'Orient* blew up with a crashing sound that deafened all around her. The tremulous motion, felt to the very bottom of each ship, was like that of an earthquake; the fragments were driven such a vast height into the air, that some moments elapsed before they could descend, and then the greatest apprehension was formed from the volumes of burning matter which threatened to fall on the decks and rigging of the surrounding ships.

Fortunately, however, no material damage occurred. A port-fire fell into the main-royal of the *Alexander*, and she once more was in danger of sharing the same fate as the enemy, but by the

skill and exertions of Captain Ball, it was soon extinguished. Two large pieces of the wreck dropped into the main and foretops of the *Swiftsure*, but happily the men were withdrawn from those places.

An awful silence reigned for several minutes, as if the contending squadrons, struck with horror at the dreadful event, which in an instant had hurled so many brave men into the air, had forgotten their hostile rage in pity for the sufferers. But short was the pause of death: vengeance soon roused the drooping spirits of the enemy. The *Franklin*, now bearing the French Commander's flag, opened her fire with redoubled fury on the *Defence* and *Swiftsure*, and gave the signal for renewed hostilities; the latter being disengaged from her late formidable adversary, had leisure to direct her whole fire into the quarter of the foe, that had thus presumed to break the solemn silence; and in a very short time, by the well directed and steady fire of these two ships, and the *Leander* on her bows, the *Franklin* called for quarter, and struck to a superior force.

The *Alexander* and the *Majestic*, and occasionally the *Swiftsure*, were now the only British ships engaged; but the commander of the latter finding that he could not direct his guns clear of the *Alexander*, who had dropped between him and the *Tonnant*, and fearful lest he should fire into a friend, desisted, although he was severely annoyed by the shot of the *Tonnant*, which was falling thick about him. Most of our ships were so cut up in their masts and rigging, that they were unable to set any sail or move from their stations. About three o'clock on the morning of the 2d of August, the firing ceased entirely, both squadrons being equally exhausted with fatigue. At four, however, just as the day began to dawn, the *Alexander* and *Majestic* recommenced the action with the *Tonnant*, *Guillaume Tell*, *Genereux*, and *Timoleon*. The *Heureux* and *Mercur*e had fallen out of the line, and anchored a considerable distance to leeward.

Captain Miller, perceiving the unequal contest, bore down to assist his friends, and began a furious cannonade on the enemy. The *Theseus* had as yet fortunately received but little damage in her masts and rigging, and that had been repaired by the active exertions of her commander, as soon as the first part of the action in the van had terminated in our favour.

L'Artemise frigate, stationed on the left of the centre of the French line, fired a broadside at the *Theseus*, and then struck her colours. Captain Miller dispatched an officer to take possession of

her, but just as the boat had come within a short distance, she burst into a flame, and soon after blew up.

This unofficer-like conduct, replete with treachery, will reflect eternal disgrace on the name of Estandlet, who commanded her. After having surrendered his ship by striking his ensign and pendant, and conscious that he was then secure from immediate danger, he set fire to her, and with most of his crew escaped to the shore*.

At six o'clock the *Leander*, having as yet received little damage, was ordered by signal from the Admiral to assist the ships engaged, which she accordingly obeyed. At this time the action between our three ships *Alexander*, *Majestic*, and *Theseus*, and the *Guillaume Tell*, *Genereux*, *Tonnant*, and *Timoleon*, had become very

* The fate of the *Artemise* frigate is rather peculiar, a former commander having displayed a still more atrocious and deliberate act of villany. Citizen Charbonniere, commanding the *Boudouse*, being in company with another French frigate, fell in with and captured a British merchantman, which, of course, made no resistance. He took the captain and crew out of the vessel, and brought them on board his frigate, and there, in cold blood, put them all to death. The captain of the other French frigate humanely remonstrated against this needless act of blood; but Charbonniere urged a decree of the convention, which ordained that all British prisoners should be put to death; the other argued that at least he might take them to Toulon (near which port they were), as it would never be too late to put the decree in execution, which had probably been passed in a moment of frenzy, and would undoubtedly soon be repealed. These humane arguments had no effect on the sanguinary monster, for he caused them all to be taken on the fore-castle, and shot to the number of eleven, among whom was the captain's son, a lad of twelve years old, who in vain interceded for his father's life, as the unhappy father did for mercy towards his child. This anecdote was related to me by an officer of the strictest honour and veracity, who assured me he was in the Bay of Tunis, at the time Charbonniere was there also, and having heard this story of him, and wishing to ascertain the truth or falsehood of it, he waited on the French Consul for that purpose, who candidly acknowledged that the fact was too true, and that the deed was reprobated by the whole French nation; yet how could that be, when we find that the French government soon afterwards removed this assassin from the *Boudouse* to the command of the *Artemise*, a fine new frigate; and afterwards promoted him to the command of a line of battle ship? The account further adds, that the fishermen's wives, apprehensive lest their husbands might, by way of retaliation, suffer a similar fate if they fell into the hands of the English, were so enraged against Charbonniere, that they insulted him grossly as he was proceeding from Toulon to Marseilles, and his life was in such danger from them, that he was allowed an armed force to guard him. We have since heard that this cruel monster has gone to answer for the bloody act before the most just of tribunals.

distant, as the latter continued imperceptibly to drop to leeward, and the Theseus was obliged to veer on two cables to keep within reach of them.

At eight a. m. the Goliath bore down and anchored near the Theseus, the French ships having brought to again. The fire of our ships was now chiefly turned on the Heureux and Mercure, which were soon obliged to surrender. The Timoleon was ashore, and the Tonnant was rendered a complete wreck. Thus circumstanced, and perceiving that few, if any of our ships were in a condition to make sail, Rear-Admiral Ville Neuve, in the Guillaume Tell, of 80 guns, resolved to lose no time in escaping from the certain fate that awaited him. About noon he got under weigh, as also did the Genereux, of 74 guns, and La Justice and La Diane frigates. The instant Sir Horatio Nelson perceived what they were about, he dispatched the Zealous, by signal, to intercept them. Unfortunately none of the windward ships were in a condition to second his attempt to stop the fugitives. He did, however, all that could possibly be done; as they passed by him, he received and returned the fire of each in succession; the damage he sustained in this contest, prevented him from tacking, and the Admiral, with his usual judgment, gave the signal of recall. In the morning of the 3d of August, there remained in the Bay, only the Timoleon and Tonnant, of the French line that were not captured or destroyed. The former being aground near the coast, the Captain (Trullet) with his crew escaped in their boats after setting fire to her, and in a short time she blew up. A flag of truce had been sent to the Tonnant, but she refused to submit; on which the Theseus and Leander going down to her, and the Swiftsure following, she struck without further resistance. This completed the conquest of the French fleet in the Bay of Aboukir, and the British flag rode triumphant on the Egyptian seas.

The great length of this interesting extract, obliges us to postpone the further consideration of this well-written volume to a future occasion; when we shall point out some few instances, where we conceive our author to be liable to censure.

[To be continued.]

Travels in Upper and Lower Egypt, in company with several Divisions of the French Army, during the Campaigns of General BONAPARTE in that Country, and published under his immediate Patronage, by VIVANT DENON. Embellished with numerous Engravings. Translated by ARTHUR AIKIN. In 2 vols. 4to. pages, about 670.

The same work in three volumes, 8vo. pages 1042.

Travels in Upper and Lower Egypt, during the Campaigns of General BONAPARTE. By VIVANT DENON. Translated from the French. To which is prefixed, an Historical Account of the Invasion of Egypt by the French. By E. A. KENDAL, Esq. Illustrated by Maps, Views, &c. In 2 vols. 8vo. pages 577.

WHEN we first heard that M. Denon's work respecting Egypt, was about to be published, under the splendid patronage of the First Consul of France, we conceived it to be a work extremely likely to engage the attention of the English booksellers; nor have we been deceived in our ideas, two translations of it, under different forms, have already appeared, and a third, we understand, is nearly ready for publication. We like this spirit of rivalry, because competition is always beneficial to the public, but we should have been better pleased to have seen it exerted on a happier subject.

M. Denon was one of the learned men selected by General Bonaparte to attend the French army in its expedition against Egypt, for the purpose of making drawings of the stupendous remains of antiquity that are to be met with in that wonderful country, to describe the natural productions of Egypt, and the manners and customs of its inhabitants, and to record the military transactions of the French army.

After witnessing the defeat of the French fleet in Aboukir Bay, by Admiral Nelson's squadron, which is erroneously and partially related, M. Denon proceeded with a division of the French army, under General Desaix, into Upper Egypt, in pursuit of the celebrated Murad Bey. Our author's account of the curiosities which he saw on his route, is fre-

quently interrupted by a detail of the atrocities committed by the French troops during their march; their excesses are sometimes reprehended by our traveller; but his humanity too often slumbers over the vices of his countrymen, and the unbridled licentiousness of a profligate and debauched soldiery is frequently treated with the utmost levity of observation. A mistaken notion prevailed in England, soon after the invasion of Egypt, that the French were received by the inhabitants of that country as allies and benefactors; but the very reverse appears from our author to have been the case, and to borrow the words of one of the translators, Mr. Aikin, "so far were they from conciliating the esteem of the Egyptians, that the French dominion was confined to the range of their cannon, and their stragglers were cut off like proscribed beasts of prey." Of our author's morality, the following is so curious a specimen, that we should be sorry not to hold it out to the indignation of our readers; and we confess that we are somewhat surprised that two English translators should have passed it over without a single word of reprehension. Speaking of a lady, the wife of a Frank, whose portrait *embellishes* both translations, M. Denon says, (we follow Mr. Kendal's translation,)

She was beautiful, of amiable manners, and she loved her husband; but she was not *amiable enough* to love him alone: his jealousy was the cause of continual noisy quarrels; on her submission, she constantly promised to renounce the object of his jealousy, but the next day there was new affliction, she would weep and repent again; still her husband had always some fresh cause for scolding. She lived opposite my windows, the street was narrow, and this alone naturally rendered me the witness and confidant of her sorrows. The plague appeared in the city; my fair neighbour was so sociable that she was sure to receive and give it; she actually did receive it from her last paramour; she *honestly* gave it to her husband, and all the three died. *I regretted her*, the singular goodness of her heart, the *artlessness* of her offences, the sincerity of her tears, had interested me; and this so much the more, as that, a simple confidant, I had had no occasion to quarrel with her, either as her husband, or as her lover; and that, happily, I was not at Rashid, when the plague desolated this [that] part of the country.

In Mr. Aikin's translation, the passage which we have given is rather softened, but we believe, in this instance, Mr. Kendal's approaches nearest to the spirit of the original. It would be to insult the feelings of our readers to make any comments on a passage so offensive to virtue, and irreconcilable with the duties of civilized life. M. Denon's *amiable* Egyptian may meet with admirers, and apologists for her *artless* offences, among his countrymen; but the honest moral feelings and habits of our nation, we trust, will always lead us to revolt at such a character.

The most interesting part of M. Denon's work is certainly that where he appears as an artist; and the parts of Egypt which he visited abounded in subjects to exercise his pen and pencil. Following the route of the troops commanded by General Desaix, M. Denon successively explored the grand portico of Hermopolis, the remains of Tentyris, and the ruins of Thebes. Proceeding onward, he visited the temple of Esneh, the ancient Latopolis, with the beauty of which he was particularly struck; and that of Edfu, or Apollinopolis Magna, one of the most magnificent and best preserved of the monuments of Egypt. From thence M. Denon crossed an arm of the desert to Syené or Assuan, on the frontiers, near which place the Nile enters Upper Egypt; here he spent some time, examining the beautiful island of Philoe, and its stupendous antiquities; the cataracts of the Nile, and the quarries of Gebel Silsilis.

On the right bank of the Nile, M. Denon visited Ombos, the city of the Crocodile, and Coptos, that of Juno Lucina. From thence he returned to Kenh, and after making some stay at that place, he accompanied a party of the army over the desert to Cosseir, on the Red Sea. Returning from thence again to Kenh, he had opportunities of making repeated visits to Edfu, Esneh, Hermontis, Thebes, and Tentyris, by which means his drawings of those places were multiplied and corrected; and he was enabled to give much curious information on the antiquities of Egypt. In one

of his expeditions to Thebes, M. Denon had the good fortune to obtain a roll of papyrus, found in the hand of a fine mummy, a manuscript which boasts an antiquity of forty centuries, and unquestionably proves that the Egyptians had written books.

M. Denon was one of the chosen few who accompanied General Bonaparte in his flight from Egypt, and consequently his narrative of the expedition does not come down to the period of the landing of the British forces at Alexandria. Having now given a hasty sketch of M. Denon's travels, we must do him the justice to observe, that whatever relates to the arts, he describes with accuracy, vivacity, and intelligence; he has surveyed with no common eye, the gigantic remains of antiquity with which Egypt is covered, and his drawings, even at second hand, are spirited, bold, and striking. Without any pretensions to the learning of Pocock, and wanting the amiable modesty of Niebuhr, his work, nevertheless, excites a considerable degree of interest, and may be read with instruction by those, who are desirous of information respecting a country so full of wonders as Egypt. However, we think it by no means deserving the great eclat with which it has been ushered into the world.

It remains for us now to say a few words of the translations, both of which differ in some respects from the original work. The narrative, which in the original is one continual journal, from the embarkation of the author at Toulon, to his landing again in France, at Frejus, is divided by Mr. Aikin into chapters, an obvious and agreeable improvement; and some notes of the original are incorporated with the text. Of Mr. Aikin's translation we can safely pronounce, that it is faithful and spirited, and if the plates with which it is enriched (fifty-nine in number), are not above mediocrity, and (we cannot say much in their praise), they are not worse than what we have met with in books of a similar description; from this negative praise, however, we must except the map of Upper Egypt, prefixed to the second volume, which is the most wretched engraving of the kind that ever came under our inspection. According to

Mr. Kendal's own account, his translation is compressed, rather than abridged, from the original; and the journal form is retained without any division into chapters, with this singularity, that M. Denon is sometimes made to speak in the third, and sometimes in the first, person, whereby a disagreeable confusion arises. The number of plates which accompany this edition are very limited, and what have been said of the former, may with great propriety be applied to these.

For the present we shall take our leave of M. Denon, sub-joining, from Mr. Aikin's translation, his account of the capture of the island of Malta, which may be considered as a kind of accompaniment to our description of that place*, and from it our readers may see, that we were perfectly correct in our statement respecting the surrender of the island to the French.

At five in the afternoon we were off Cumino and Cuminotto, two islots which lie between Gozo and Malta, and which, together with these islands, constitute the whole of the sovereignty of the Grand Master. There are several small fortresses to protect these islots from the Barbary pirates, and to prevent them from establishing themselves there when the Maltese galleys are no longer at sea. One of our barks approached, but a landing was refused: she sent her small boat to sound the anchoring grounds. At six o'clock we descried Malta, the aspect of which delighted me as much as when I first saw it. Two paltry barks came out to offer us tobacco. The evening closed, and not a light was to be discovered in the city. Our frigate was off the entrance of the port, within less than a gun-shot of Fort St. Elmo. Orders were given to prepare for landing the troops. At nine o'clock a signal was made for the ships to take their stations; there was little or no wind, the ships of the line made night signals relative to these movements, and to those of the convoy. Rockets were let off, and guns fired, in consequence of which all the lights were extinguished in the port. Our Captain went on board the flag ship, but on his return concealed from us the orders he had received.

On the 10th, at four in the morning, having been carried away by the strength of the currents, we were to leeward of the island, the eastern part of which was in sight: it was still calm. I made a drawing of the whole of the island of Gozo, and of the two islots, to

* See page 121, of this volume.

give an idea of the general form of this group, and of its surface on the horizontal line of the sea.

A gentle breeze sprung up, and advantage was taken of it to form a semi-circular line, one of the extremities of which terminated at St. Catharine's point, and the other a league to the left of the city, blocking the port. The centre was stationed off forts St. Elmo and St. Angelo; and the convoy at anchor between Cumino and Gozo. Immediately after, a shot was fired from fort St. Catharine, levelled at the barks which approached the shore, and at the troops for landing under the command of General Desaix. Instantly another shot was fired from the fortress which commands the city, and on this fortress the standard of the religion was displayed, and at the same time that, at the other extremity of the line of our vessels, our boats were employed in landing troops and field-pieces. Scarcely were they formed on the beach, when they proceeded to the attack of two posts, the garrisons of which retreated after a momentary resistance. The batteries of all the forts now commenced a fire on the ships and debarkations. This fire they kept up till the evening, with an impudent precipitation, which betrayed their fears and confusion. At ten o'clock we saw our troops ascend the nearest height, and march to the rear of Valetta, to oppose a sortie made by the besieged, who were driven within the walls, and under the batteries. The firing was kept up until night. This attempt on the part of the knights, aided by the peasants, was fatal to them. During their absence there had been tumults in the city, where the populace massacred several of them on their return.

The wind dying away, we took advantage of the little that remained to join the ships of the line, from an apprehension of being becalmed, and of being thus exposed to the fire of two Maltese galleys which had anchored off the entrance of the port. I was constantly on deck, and, with a spying glass in hand, could have kept a journal of all that passed in the city, and have noted in a manner the degree of activity of the passions by which the movements were guided. The first day all was in martial array, the knights in full uniform, and a constant communication kept up between the city and the forts, into which provisions and ammunition of every kind were thrown. Every thing, in short, indicated hostility. On the second day the movements were confined to an agitated state. A part only of the knights were in uniform: they disputed with each other, but had ceased to act.

On the 11th, at day break, the state of things was pretty much the same as on the preceding evening. A slow and insignificant fire was kept up by the besieged. Bonaparte had returned on board; and General Regnier, who had made himself master of Gozo, had sent

off several prisoners, Frenchmen. After having questioned them, Bonaparte said to them with a stern voice: "Since you have taken up arms against your country, you should have known how to die. I will not accept such prisoners: you may, therefore, return to Malta, which is not yet in my possession."

A bark left the port: we sent a small boat to hail her, and to conduct her to the Commander in Chief. When I saw this small bark carry at her stern the standard of the Religion, sailing humbly beneath the ramparts, which had for two years victoriously resisted all the forces of the East, commanded by the terrible Dragut; when I figured to myself this accumulated glory, acquired and preserved during several ages, melt away when opposed to the fortune of Bonaparte, I thought I heard the ghosts of Lisle-Adam and Lavalette vent their dismal lamentations, and I fancied I saw Time make to Philosophy the illustrious sacrifice of the most venerable of all illusions.

At eleven o'clock another bark came off with a flag of truce. It had on board several knights who had quitted Malta, and who did not wish to be comprehended among those by whom resistance had been made. It was easy to collect from their conversation that the Maltese had but few resources left. At four in the afternoon the *Junon* was within half gun-shot of the island: I had a distinct view of the forts, in which I could perceive fewer men than guns.

The gates of the forts were shut, and there was no longer any communication between them and the city; a circumstance which manifested a distrust and misunderstanding between the inhabitants and the knights. Junot, an aid-de-camp, was sent with the General's ultimatum. A few minutes after, a deputation of twelve Maltese commissaries went on board the *Orient*. We were stationed exactly opposite the city, which runs from north to south, and which we could see from one extremity to the other, the streets being in a right line. They were as well lighted as they were obscure on the night of our arrival.

On the 12th, in the morning, we were informed that the General's aid-de-camp had been very favourably received by the inhabitants. I could distinguish, with the help of my glass, that the palisade by which fort St. Elmo is enclosed was assailed by a multitude of persons. Those who were withinside were seated on the walls of the batteries, in an attitude which denoted anxious expectation. At half after eleven, the bark which had brought the flag of truce, and which had remained under her stern during the night, left the *Orient*. We received at the same time orders to hoist our colours, and, a moment after, the signal was made that Malta was in our possession.

NAVAL PUBLICATIONS.

IN compliance with the wishes of many of our Correspondents, we shall for the future allot a certain portion of the *NAVAL CHRONICLE*, for the purpose of announcing to our Readers, such *Naval Works* as have lately been published, and we request that the Authors or Publishers of this department of Literature, will send copies of the same to the Naval Chronicle Office, 103, Shoe Lane; not only for the purpose of appearing in our Monthly Catalogue, but likewise to be reviewed.

THE SPIRIT OF MARINE LAW, or Compendium of the Statutes relating to the Admiralty; being a concise but perspicuous Abridgment of all the Acts relative to Navigation. By I. I. Maxwell. Esq. of the Hon. Society of the Temple, and late of the Royal Navy. 1 Vol. Octavo.

THE NAVAL GUARDIAN. By Charles Fletcher, M. D. formerly a Surgeon in the Navy. Dedicated by Permission, to the Right Honourable the Lords Commissioners of the Admiralty. 2 Vols. Octavo.

Under the Patronage of the Hon. East India Company, **THE BRITISH MARINER'S DIRECTORY**, and GUIDE to the TRADE and NAVIGATION of the INDIAN and CHINA SEAS: Containing Instructions for Navigating from Europe to India and China, and from Port to Port in those Regions, and Parts adjacent; with an Account of the Trade, Mercantile Habits, Manners, and Customs, of the Natives. By H. M. Elmore, many years a Commander in the Country Service in India, and late Commander of the *Varuna* Extra East Indiaman.

Dedicated by permission, to the Right Hon. the Earl of St. Vincent, printed in Royal Quarto, and embellished with forty-two Plates, and a Chart of the Mediterranean, engraved in Aquatinta by Stadler, from original Drawings by the Author, **A VOYAGE** up the MEDITERRANEAN, in his Majesty's Ship the *Swiftsure*, one of the Squadron under the command of Rear-Admiral Sir Horatio Nelson, K. B. now Viscount and Baron Nelson of the Nile, and Duke of Bronte in Sicily; with a Description of the Battle of the Nile on the 1st of August 1798, and a Detail of Events that occurred subsequent to the Battle in various parts of the Mediterranean. By the Rev. Cooper Williams, A.M. late of Emanuel College, Cambridge. Vicar of Exning, Suffolk. Chaplain of his Majesty's Ship the *Swiftsure*, and Domestic Chaplain to the Earl of St. Vincent.

A SUMMARY of NAVAL and MARITIME EVENTS, in Chronological Order, from the time of the Romans to the Definitive Treaty of Peace; with an Appendix, containing a Periodical State of the Royal Navy of Great Britain, and of those of the other Powers of Europe; the loss each has sustained in Ships of War, Privateers, &c. at the conclusion of each War; the Lines of Battle, Fleets, and Squadrons. Also a List of those Persons who have served in the various Offices in the Naval Department; together with that of the Admirals and Captains of the Royal Navy, from a very early Period. By Isaac Schomberg, Esq. Captain of the Royal Navy.

Asiatic Annual Register, Vol. III. **THE ASIATIC ANNUAL REGISTER**: or a View of the History of Hindustan, and of the Politics, Commerce, and Literature of Asia, for the year 1801.

A VOYAGE round the WORLD, performed during the Years 1790, 1791, and 1792, by Etienne Marchand; preceded by an Historical Introduction, and illustrated by Charts, &c. Translated from the French of C. P. Claret Fleurieu, of the National Institute of Arts and Sciences, and of the Board of Longitude of France.

The First Volume of the NAVAL HISTORY of the LATE WAR, compiled from authentic Documents. By William Stewart Rose.

A TREATISE of the LAW relative to MERCHANT SHIPS and SEAMEN, in Four Parts;—1, Of the Owners of Merchant Ships; 2, Of the Persons employed in the Navigation thereof; 3, Of the Carriage of Goods therein; 4, Of the Wages of Merchant Seamen. By Charles Abbott, of the Inner Temple, Barrister at Law.

MODERN GEOGRAPHY: A Description of the Empires, Kingdoms, States, and Colonies, with the Oceans, Seas, and Isles, in all Parts of the World; including the most recent Discoveries and Political Alterations. By John Pinkerton. The Astronomical Introduction by the Rev. S. Vince, A.M. F.R.S. and Plumian Professor of Astronomy and Experimental Philosophy in the University of Cambridge. To the whole is added, a Catalogue of the best Maps and Books of Travels, in all Languages, and an ample Index. In Two Volumes Quarto, with numerous Maps, drawn under the Direction, and with the last Improvements of Arrowsmith, and engraved in a new Manner by Lowry, forming an universal Modern Atlas.

AN ACCOUNT of a GEOGRAPHICAL and ASTRONOMICAL EXPEDITION to the Northern Parts of RUSSIA, for ascertaining the Degrees of Latitude and Longitude of the Mouth of the River Kovima; of the whole Coast of Tshutski, to East Cape: and of the Islands in the Eastern Ocean, stretching to the American Coast. Performed by Command of her Imperial Majesty, Catherine the Second, Empress of all the Russias, by Commodore Joseph Billings, in the Years 1785 to 1794. The whole narrated from the original Papers, by Martin Sauer, Secretary to the Expedition. Elegantly printed in Quarto, and illustrated by a Chart, and numerous other Engravings of Views, &c.

A Second Volume of an ACCOUNT of the ENGLISH COLONY in NEW SOUTH WALES, comprising the Transactions of the Settlement for Four Years subsequent to the former Account; and containing some interesting Particulars of the Discovery of Bas Strait, and further Observations on the Customs and Manners of the Natives of New Holland, by Lieutenant-Colonel Collins, Author of the former Volume. Handsomely printed in Quarto, with a Map, and other Engravings of Views, Natural History, &c.

VOYAGES from MONTREAL, on the River St. Lawrence, through the Continent of North America, to the Frozen and Pacific Oceans, in the Years 1789 and 1793. With a Preliminary Account of the Rise, Progress, and present State of the Fur Trade of that Country, by Sir Alexander Mackenzie. Quarto, illustrated with Maps.

Poetry.

SONG

ON THE DEFEAT OF CONFLANS' FLEET BY SIR EDW. HAWKE.

THE wat'ry God, great Neptune, lay
 In dalliance soft and amorous play,
 On Amphitrite's breast;
 When uproar rear'd her horrid head,
 The trident shook, the Nereids fled,
 And all their fears confest.

Loud thunder shook the vast domain,
 The liquid world was wrapt in flame,
 The god amazed, spoke!

Go forth, ye winds, and make it known,
 Who dares to shake my coral throne,
 And fill my realms with smoke.

The winds, obsequious at his nod,
 Sprang strongly up t'obey their god,
 And saw two fleets away ;
 The one, victorious Hawke, was thine,
 The other Conflans' wretched line,
 In terror and dismay.

Then down descend and tell their chief,
 That France was ruin'd past relief,
 And Hawke triumphant rode ;
 Hawke, cried the chief, pray who is he
 That dares usurp my power at sea,
 And thus insult a god.

The winds reply'd, in distant lands
 There lives a king, who Hawke commands,
 Who scorns all foreign force ;
 And when his floating castles roll,
 From sea to sea, from pole to pole.
 Great Hawke directs their course.

Or when his winged bullets fly,
 To punish fraud or perfidy,
 Or scourge a guilty land ;
 Then gallant Hawke serenely great,
 Tho' death and honour round him wait,
 Performs the dread command.

Neptune with wonder heard the story
 Of GEORGE's sway and *Britain's glory*,
 Which time can ne'er subdue ;
 Boscawen's deeds, and Saunders' fame,
 Join'd to great *Wolfe's* immortal name,
 Cried out can this be true.

A King, he needs must be a god,
 Who has such heroes at his nod,
 To conquer earth and sea ;
 I give my trident and my crown,
 As tribute due to such renown,
 Great GEORGE shall rule for me.

LINES

ON AN OBELISK ERECTED BY A GENTLEMAN IN THE WEST
AS A DIRECTION TO SAILORS.

HOW much the man to human kind a friend,
Who bade this pile a distant warning lend?
With caution teach the mariner to guide
His bark, in safety, o'er the dang'rous tide.
This strand was strewed with fathers, husbands, dead,
The coast their sons are doom'd no more to tread,
But mourning widows, and an orphan race,
Shall cease to brand with infamy the place.
Thy guidance lent, the deep shall safe restore,
Returning Britons to their native *shore*.
Let pointed rocks the foaming billows brave
Or (yet more fatal) lurk beneath the wave;
Let dreadful quicksands hide insidious here,
Let men, dire wretches (whom e'en sailors fear!)
Let men exult with savage joy to gain,
By pillage, shameful trophies of the slain.
Quicksands, rocks, and men in vain combine
To glut the tomb—the means to save are thine.

MONTHLY REGISTER

OF

Nabal Events.

LA FORTUNÉE FRIGATE.

WE feel much satisfaction in being enabled to lay before our Readers the following particulars relative to the *Fortunée* frigate, Capt. Clements, which ship was said to have been totally lost in the *Texel*:—On the 8th of September, the *Fortunée*, *Diamond*, *Alcmene*, and *Autumn*, sailed from the Downs, with Dutch troops on board for the *Texel*. On the 10th they bore up for the *Texel*, in a heavy gale of wind from W. S. W. which blew so hard that no pilots could venture off. The *Fortunée* and *Diamond* struck several times in going in; and owing to the Dover pilot mistaking the buoy, the *Fortunée* ran on the sand, which the *Diamond* only escaped by coming to an anchor. In the course of the night the storm so much increased, that it was thought advisable to cut away the *Fortunée*'s masts, notwithstanding which she beat off her rudder, and was filling very fast, when the crew deserted her. The *Diamond* kept firing guns of distress all night; but it continued to blow so very hard that no assistance could be given her. The next morning she was got into the *Texel*. On the 15th the weather moderated, when, by the great exertions of the Captain and Officers of the *Fortunée*, assisted by the crews of the other ships, she was weighed, and is now safe anchored in the Diep, where she is get-

ting in jury-masts to proceed to England, accompanied by the Magicienne, Captain Vansittart. The Alcmena and Autumn went into the Texel, through the Inner Channel, and got safe in.

THE SOCIETY OF SHIP-OWNERS OF GREAT BRITAIN.

In order more effectually, at this alarming crisis, to promote and protect the Shipping Interest of Great Britain, and to prevent any further infringements of the Navigation Laws; and also for the purpose of taking not only such measures for the preservation of the rights which the Legislature has, in its wisdom, conferred on the Owners of British Ships; but likewise to relieve them from various extortions and inconveniences to which they were then, or may hereafter, be liable—it was resolved, at a General Meeting of Ship Owners, convened for that purpose, on the 22d of June last, in London, to form and establish a Society of Ship-Owners, under the denomination of "THE SOCIETY OF SHIP-OWNERS OF GREAT BRITAIN," with Committees to be annually chosen from amongst them in London and at the Out-Ports; and the following persons were appointed the Committee for the Port of London for the year ensuing:

Mess. Moses Agar	Mess. Archibald Heurtley
Jos. and Peter Ainsley	John Jackson
John Akenhead	Thomas Keddey
Tho. and Rob. Brown	Peter Kennion
John Blacket	John Lyall
Ralph Clarke	William Marshall
William Clark, jun.	Richard Mordey
Norrison Coverdale	William Moorsom
Robert Curling	Thomas Metcalfe
William Curling	William Masterman
Anthony Collins	D. Macarthy
Joseph and W. Dowson	Robert Pedder
Thomas Davison	Thomas Rowcroft
James Dunning	Joshua Reeve
George French	Isaac Robinson
William Fairles	John Shuttleworth
Henry Fletcher	Henry Smithers
John Faulder	Daniel Stephens
Thomas Gillespy	J. R. Sherman
Sir Cuth. Heron, Bart.	William Thompson
Mess. John Hill, Chairman	John Tulloch
Heathfield, Pycroft, and	Thomas and George Wil-
Heathfield	kinson
William Havelock	Richard Wilson, jun.
Thomas Hayman	Thomas S. Williams
Ives Hurry	John Woodcock.
Hough and Jackson	

Mr. John Hill, Mr. Thomas Gillespy, and Mr. Isaac Robinson, were appointed Trustees; and Nathaniel Atcheson, Esq. F. A. S. P. R. I. was appointed Secretary to the General Meetings, and to the Committee for the Port of London; and since, Thomas Sanderson, Esq. has been appointed Secretary to the Committee for the Port of Sunderland; William Blackburn, Esq. Secretary to the Committee of Ship-Owners at South Shields; and William Harrison, Esq. Secretary to the Committee of Ship Owners at North Shields; and the Ship Owners at Bristol, Leith, Kirkcaldie, Barlington, and many other Ports, have determined to co-operate with the London Committee in promoting the various and important objects of the Society.

EAST-INDIA INTELLIGENCE.

A LETTER from Prince of Wales's Island, dated the 4th of November, says, "This day was landed from the Hon. Company's ship the Duke of Buccleugh, Captain Wall, under a royal salute from his Majesty's ship Lion, of 64 guns, and all the Indiamen for China, an original painting, in full length, of His Royal Highness the Prince of Wales, which His Royal Highness has been graciously pleased to send as a mark of his respect to the Merchants here, to be put up in the Government House."

A most superb entertainment, says a letter lately received from Bombay, has been given at Goa by his Excellency the Captain-General and Viceroy, to Colonel Sir William Clarke, the British Officers serving there, and a select party of Portuguese Gentlemen. The band of the 84th regiment played appropriate tunes, and the evening terminated with great festivity.

A letter received from Calcutta, dated the 28th of January last, says, "On Monday arrived in the River his Majesty's ship Sea-Horse, of 38 guns, Capt. Foote, from Englan^t, whence she sailed on the 9th of September."

The Hon. East India Company's ships, the *Ann*, Captain Alexander Sinclair; the *Caledonian*, Captain John Craig; and the *General Stuart*, Captain Robert Abbon Mash, arrived at Fort St. George, from England, on the 4th day of February last. The *Sovereign*, Captain Gilbert Mitchell, arrived at Bombay the 9th of February, and the *Northampton*, Captain Robert Barker, arrived at Bombay from England the 11th of February.

On the 30th of January anchored, in the harbour of Bombay, the Hon. Company's cruiser the *Viper*. Lieutenant Thomas Dade Beaty, commander, from Aujengo, from whence she sailed on the 11th, and touched at Quilou and Cochin. She left all the Indiamen at Quilon on the 12th, in the expectation of prosecuting their voyage in the end of the month. The *Viper* fell in with and spoke the yacht and *Penelope*, all well; the *Viper* also spoke the *Friendship*, Captain Dawson, bound to China. Captain Matthew Bratnan, of the Bombay Military Establishment, arrived in the *Viper* from Cochin.

The Hon. East India Company ship the *Duke of Montrose*, Captain Patrick Burt, had not arrived at the Island of St. Helena on the 5th of June, though she sailed from Bengal in company with the *Earl Howe* and *Henry Dundas*, both of which have arrived in England. It is said the *Duke of Montrose* is a very bad sailer, and hence her being out so long is attributed. This is the last voyage she has to perform.

At a late Admiralty Session at Calcutta, Joao Elario, a native of Manilla, was tried for the murder of Captain J. George, on board the ship *Marianne*, in January last. He was found guilty, and executed the 3d of February, at the Old Fort Ghaut, pursuant to his sentence. His body was afterwards carried down the river, to be hung in chains on the banks of the Hooley.

The principal Merchants of Bombay have presented a sword to Captain William Selby, of the Hon. Company's Marine of that Establishment, in return for his judicious conduct while Commodore on the Surat station, whereby the trade has been protected from piracy and plunder.

We have just received a letter from Prince of Wales's Island, which says, "Penang is much improved; many houses building; new roads making; new ships laid down; two vessels, one building by Captain Elliot, burthen 18,000 bags of rice, and another by Captain Scott. The market is at present overstocked with European articles, sixteen Indiamen having touched there this season."

A letter received by the *Henry Dundas* from Calcutta, mentions the arrival in the river of the ship *Lalla*, Captain Young, from Bombay, on the 25th of February. Unfortunately, in proceeding up to town, and having advanced

nearly to Garden Reach, this ill-fated ship caught fire about six o'clock, and was totally consumed. Some valuable horses, which were on board, miserably shared the same fate. No property whatever was saved. The Officers and the greater part of the crew were saved.

It is computed that the Honourable East India Company have at present in their employ 86,782 tons of shipping, which are contained in ninety three ships; the cost of which, when equipped, is said to amount to about 2,790,000*l*.

In addition to the tonnage sent out to China this season, the ships *Coromandel*, *Rolla*, *Perseus*, and *Atlas*, are engaged by the East India Company to bring home cargoes from China.

The ship *Porcher*, Captain Blake, which is reported to have been captured before the signing of the Preliminaries of Peace, with a valuable cargo, has performed one voyage to England, and arrived in September 1800 from Bengal. She received permission to return thither soon afterwards, and was on her second voyage when the capture is said to have taken place.

By the last accounts from Malacca, we are informed, the brig *Sumatra*, on her return from Rhio, fell in with a fleet of pirate prowls, to the number of forty, belonging to Raja Mooda, formerly Rhio, which engaged him for nearly two days, and were on the point of boarding, when a breeze enabled the brig to escape.

We understand from Bengal, that it is in contemplation to establish a factory at Tangalle, in Ceylon, the Bay being very commodious, and the air particularly salubrious. The streets in Columbo have been made wide and spacious, the buildings being erected in the modern taste; and the Governor's house is rendered a very handsome structure.

A very valuable present has been sent from Columbo to the King of Candia, consisting of six horses of a certain description. The Candians hold those in the greatest estimation which are large, and nearly white, being, in their opinion, the requisites that constitute their beauty. These people too have a great veneration for certain marks on horses, which they consider as portentous of fortunate events. The horses were presented to the King at his Court, in the name of his Excellency Mr. North.

We learn from Bombay, that quicksilver has been found in a pure state at Cottah, in Columbo. A pit has been dug to the depth of fourteen feet, and the quicksilver is found in five different parts of it, at a small distance from each other, in strata of earth nearly two feet thick; eight or nine pounds weight have been collected: it appears in small globes. We further learn, that orders have been issued at Columbo, prohibiting the cutting of timber in the Company's forests, without authority for that purpose.

ISLAND OF TERNATE.

By the late arrivals from the East Indies, we are enabled to state some circumstances relative to the capture of the Island of Ternate, as communicated in a letter received by the Earl Howe, dated the 27th of February. On the attack of this settlement, the vessels belonging to the Bombay marine had particularly an opportunity of distinguishing themselves; the *Swift*, commanded by Lieutenant John Hayes, sustained three very close and desperate attacks with Fort Orange, and the different batteries on the Island; in the last attack he was most gallantly supported by the *Star*, commanded by Lieutenant Scott: both vessels lay stationary within pistol-shot of Fort Orange for upwards of fifty minutes; they were engaged upwards of two hours, and exposed to a heavy, cross, and raking fire, from guns of twenty-four, eighteen, and twelve pounders, which did great damage to their sails, rigging, masts, and yards; but their laying so close to the enemy's batteries, and the probability of their not being able to depress their guns sufficiently, prevented their suffering materially in their hulls, and accounts for the small number of men killed and wounded on the occasion. The *Swift* had only one man killed and eleven wounded, and the *Star* had four killed.

A private letter from Bombay informs us, that upwards of 400,000lbs. weight of cinnamon were to be shipped from Columbo this year, the produce of the Candian territories; and that a greater quantity was expected next season, in consequence of the prunings, which afforded air and space to the plants in the Marendahn.

Some time since, the *Dove*, Captain Duffin, was lost off the Little Andamans, in the Indian Sea, when most of the crew reached the shore. The natives of these islands have been represented as cannibals, and ferocious in the extreme; but Captain Duffin and his people found them to be mild, inoffensive, and friendly. Their sole occupation is climbing the rocks, and seeking a slender and precarious meal of fish; these, during the tempestuous season, cannot be obtained, and famine is the consequence. They constantly divided their small pittance amongst our sailors, notwithstanding which many of them perished with want.

On the 20th of August, the arrival of the *Mornington* packet from Bengal, was announced at the India House. She sailed from Bengal the 19th of April, and from St. Helena the 2d of July. The *Comet* was at Kedgerie ready to sail. The Duke of Montrose spoke the *Walmer Castle*, Canton, and Thames, (outward bound,) on the 9th of May, in lat. 30. 29. S. long. 38. 30. E. all well. The *Dover Castle*, Asia, and extra ship *Admiral Rainier*, arrived at Linton, opposite Macao, with his Majesty's ship *Arrogant*, on the 19th of March. The *Princess Charlotte* had arrived at Amboyna; the *True Briton* arrived at Whampoa the 21st of March; the Duke of Buccleugh left China the 19th ditto, and parted company on the 12th of May, in thick hazy weather, with the under-mentioned ships, under convoy of his Majesty's ship *Lion*, viz. *Ganges*, *Warley*, *Alfred*, *Albion*, *Woodford*, *Taunton Castle*, *Earl of Abergavenny*, and *Belvedere* and *Elizabeth* extra ship.

Passengers per *Monarch*, which ship we advised the arrival of yesterday from Madras, are—

Colonel U. Vigors, Captain Tichborne, Mr. Samuel Bontflower, Mr. J. Bulckley, Surgeon of the *Princess Charlotte*; Mr. T. Shalack, in the Company's service; Captain Chitwood, of the 73d regiment; Captain McGregor, of the 90th regiment; Lieutenant John Daniel, of the 74th regiment, in the King's service; Masters Hewett and G. T. Ness; Mrs. M. Hare.

DOVER, Aug. 30. The Purser of the *Walpole East Indiaman* landed here this morning at five o'clock, with dispatches for the East India Company, and Captain Brown and family landed this day: this gentleman has lost his right arm in India, and been very badly wounded in the head. The Duke of Buccleugh and Preston East Indiamen were in company with her. It being quite calm, and a very thick fog, these ships have been in some danger between Dover and Folkestone, but are now going with a gentle breeze for the Downs.

The Company's ships the *Earl Howe*, Captain Burrowes, and the *Henry Dundas*, Captain Carruthers, lately arrived, have had an uncommonly quick passage from the Island of St. Helena, situated in the latitude of 15. 55. South; though very deeply laden. These ships have scarcely been six weeks on their voyage from St. Helena, and only four months from Bengal, having left the pilot in March.

The late addition which the Court of Directors of the East India Company have made to the tonnage already sent to India and China this season, makes the total number of ships to amount to forty-three, viz. seven to Coast and Bay, seven to China direct, six to Bengal direct, three to Coast and China, three to Bombay and China, two to Madras, Bombay, and China, one to St. Helena and China, two to St. Helena and Bengal, two to Bengal and Bencoolen, one to Madras direct, two to Madras and the Spice Islands, three to Bombay, one to Bombay and Bengal, one to St. Helena, Bencoolen, and China, and two to Madeira, Coast and Bay.

We have the pleasure to announce the safe arrival in the Downs of the Honourable East India Company's ships the *Woodford*, Captain James Martin;

the Alfred, Captain James Farquharson; the Ganges, Captain Alexander Grey; the Albion, Captain Andrew Timbrill; the Taunton Castle, Captain T. B. Pierce; and the Belvedere, Captain James Peter Fearon; under convoy of his Majesty's ship the Lion. The above ships left Macao on the 2d day of April, arrived at the island of St. Helena the latter end of June, and sailed early in the month of July.

The following Whalers have been licensed by the Honourable the Court of Directors of the East India Company, to proceed this season to the Eastward of the Cape of Good Hope, on the Southern Whale Fishery, viz. the Aurora, Elizabeth and Mary, British Tar, Astrea, Alexander, Georgiana, Mary, New Euphrates, Favourite, Commerce, Flirt, Charming Kitty, Resolution, Dubue, William Fenning, Policy, Pacific, Albion, and Edwinstow.

At a Court of Directors of the East India Company, held at the India House, the following Gentlemen attended, and were sworn into the command of their respective ships, viz. Captain Alexander Cuming, of the Castle Eden, for the Presidency of Bengal; Captain Andrew Patton, of the Ocean, for Madras, Bombay, and China.

The tonnage for the service of the Honourable East India Company in the ensuing season, is expected to be engaged next week.

The Company's frigate the Nonsuch, has been discharged in Bengal in consequence of the peace, and the crew has been paid off.

On the 1st of September, a Court of Directors was held at the East India House, when Captain Anthony Murray was sworn into the command of the Lord Duncan.

Letters from Bengal, dated March 26, advise the arrival there of his Majesty's ship Eurydice—extra ships Anne, Caledonian, General Stuart, and Princess Mary. The extra ship Manship arrived in Bengal River, from Columbo, the 2d of April.

The Swallow Packet arrived at Fort St. George from Mocha, was shortly to sail for Europe.

The East India Company's ships the Henry Addington, —; Ocean, Captain Patton; Castle Eden, Captain Alexander Cuming; and Lord Duncan, Captain George Saltwell, lately engaged to proceed to the East Indies, are to touch, in their outward passage, at the Cape of Good Hope, in order to take from thence to the East Indies the remainder of the troops now left at that Colony.

Sept. 6. Advice was received at the East India House of the safe arrival in the Downs of the Sarah Christiana, from Bengal, and the Earl of Albergavenny and Warley from China; Sarah Christiana sailed from St. Helena the 13th of July, with the Elizabeth, and parted the 8th of August in lat. 28. 31 N. long. 31 46 W. the Betsey left St. Helena the 10th of July; the Triton, from Bengal, had also sailed from St. Helena for England; the Coldstream whaler arrived at St. Helena the 19th of July; spoke with the Cirencester, Perseverance, and Alnwick Castle, in lat. 34. 00 S and long 25. 0. E. His Majesty's ship Lion, and China ships Ganges, Alfred, Albion, Woodford, Taunton Castle, and Belvedere, were to leave St. Helena the 23d of July.—The Coldstream, and Adventure Danish ship, last from Bombay, and brig Anna Josepha, from the Cape, were left at St. Helena. The Active whaler sailed from St. Helena for England the 11th of July.

Passengers per Sarah Christiana—Captain N. Macalister, Bengal Artillery; Mr. I. L. Auriol, civil service; Miss Sophia Johnson, child.

Per Warley.—Geo. James Roberts, Esq. from Canton, of the Bengal civil service; Rev. Mr. Voss and Lady.

Sept. 8. A Court of Directors was held at the East India House, when the following ships were taken up, and thus timed:—

New ship Larkins, for Captain Dance; Bombay Castle, Bombay and China; and new ship Anderson, St. Helena, Bencoolen, and China; to be afloat the

26th October, to sail to Gravesend the 9th November, and to be in the Downs the 15th December.

Hindustan, and new ship Borradaile, for Coast and China; to be afloat the 9th November, at Gravesend the 25th ditto, and in the Downs the 31st of December.

City of London, and new ship Hamilton, for St. Helena and Bengal; and Admiral Gardner and Sir S. I ushington, for Coast and Bay; afloat the 25th November; Gravesend the 9th December, in the Downs the 14th January.

New ship Queen, for Bombay; Windham and Walpole, for Madras; afloat the 9th December, Gravesend the 22d ditto; and in the Downs the 27th January.

Hugh Inglis and Calcutta, for Coast and Bay; and new ship Charnock, Captain Robertson, for Bengal; afloat the 9th January, at Gravesend the 23d ditto, and in the Downs 28th February.

New ship Charnock, and Charlton, for Bengal; Wigram, and new ship, by Larkins, for China; afloat the 23d January, 1803, at Gravesend the 6th February, in the Downs the 14th March.

New ship Mestaer; new ship St. Barbe, for Bombay and Madras; new ship Mellish, for St. Helena and Bengal; Exeter, Dorsetshire, and Coutts, for China; afloat the 6th February, at Gravesend the 21st ditto, in the Downs the 29th March.

Earl Spencer and Preston, for Bengal; new ship Bonham, for Bombay; and the Hope, and such other ships as are intended to compose the last fleet, for China; afloat the 21st February, at Gravesend the 7th March; in the Downs the 12th April.

All the above ships to remain at Gravesend thirty days.

The ship Princess Mary, Captain Andrew Grieve, is shortly expected to arrive from Bengal, at which Presidency she was on the 2th day of March last, with the Caledonian, Ann, and General Stuart, taking in cargoes for England. The Swallow Packet, which has been out so long, was at Madras on the 3d of April last, and, we understand, was to be dispatched to Europe.

The following Gentlemen are appointed Commanders of the new regular ships, building for the service of the Honourable East India Company, viz.—Capt. Thomas Garland Murray, of the ship building by Mr. Hamilton; Capt. John Price, of the ship building by Mr. Mestaer; Captain Milliken Craig, of the ship building by Mr. Agar; Captain William Tryon White, of the ship building by Mr. Bonham; Captain Robert Hudson, of the ship building by Mr. Borradaile; Captain John F. Timmins, of the ship building by Mr. Anderson; Captain Nathaniel Dance, of the ship building by Mr. J. P. Larkins; Captain Thomas Larkins, of the ship building by ditto; Captain William Stanley Clarke, of the ship building by Mr. Wigram; Captain William Gellson, of the ship building by Mr. Mellish; Captain Thomas Hudson, of the ship building by Mr. St. Barbe; Captain G. Robertson, of the ship building by Mr. Charnock; and Captain Charles Lennox, of the ship building by ditto.

The tonnage appropriated to China this season, for the service of the East India Company, amounts to 15,648 tons, of which 7,200 tons are directly consigned to China, and 8,448 tons proceed circuitously, by the way of Madras and Bombay. Only two ships are consigned directly to Bombay, and seven directly to Bengal.

A letter from Bombay, by the late dispatch, states, that Mr. Mannesty, the East India Company's agent at Russorah, has intimated, by a vessel dispatched from the Gulph, the total destruction of a fleet of piratical Dows, under the immediate orders of the notorious free-booter Nassir Ebu Swadie. The ship Governor Duncan, according to the same letter, was dispatched in quest of the pirate. Another vessel, we understand, has been engaged by Mr. Mannesty in the room of the Pearl, captured in the Gulph.

The Honourable East India Company's ship the *Dover Castle*, Captain Peter Sampson, whose arrival at Canton we have already announced, sailed from Bengal on the 10th of December, having on board Colonel Hamilton, commander in chief of the troops, four Officers, and 350 Sepoys. His Majesty's ship *Romney*, commanded by Captain Sir Home Popham, with the Company's ship the *Asia*, and Admiral Rainier country ship, left Sangur Roads at the same time. On the 26th they arrived at Prince of Wales's Island, sailed from thence the 1st of January, under convoy of his Majesty's ships *Arrogant* and *Orpheus*. The *Romney* parted for the Red Sea. On the 6th of January arrived at Malacca; arrived at Amboyna the 4th of February; and arrived off Lintin Island, China, the 29th of March. The troops were designed for the protection and defence of the Portuguese settlement at Macao, a town of China, in the province of Canton, seated in an island at the mouth of the river Tae. The Portuguese have been in possession of the harbour 150 years, but have only a fort and a small garrison. A Chinese Mandarin resides here to take care of the town and the neighbouring country.

The following regular ships belonging to the Honourable East India Company, are now to arrive from the respective settlements in the East Indies, viz.—Of the season 1801, from Bengal, the *Duke of Montrose*; from Bencoolen, the *Walpole* and *Preston*; from the Molucca Islands, the *Princess Charlotte*; from China, the *Ganges*, *True Briton*, *Dover Castle*, *Asia*, *Duke of Buccleugh*, *Warley*, *Alfred*, *Albion*, *Woodford*, *Taunton Castle*, *Belvedere*, and *Earl of Abergavenny*.—Of the season 1802, from St. Helena and China, the *Arniston* and *Marquis of Ely*; from Bombay and China, the *Walmer Castle*, *Thames*, and *Canton*; from Madras and China, the *Cirencester*, *Perseverance*, and *Alawick Castle*; from Madeira, Madras, and Bengal, the *Baring* and *Lady Eurgas*; from Madras and the Molucca Islands, the *Marchioness of Exeter* and the *Britannia*; from Madras and Bengal, the *Lady Jane Dundas*, the *Marquis Wellesley*, *Walthamstow*, *Bengal*, *Lord Nelson*, and *United Kingdom*; from Bombay direct, the *Earl St. Vincent* and the *Sir Edward Hughes*; from China direct, the *David Scott*, *Ceres*, *Glatton*, *Brunswick*, *Royal Charlotte*, *Cuffinella*, and *Neptune*; making in the whole 43 ships, besides 23 extra ships.

Sept. 15. A Court of Directors was held at the East India House, when Captain J. F. Timmins was sworn into the command of the new ship building by Robert Anderson, Esq. for St. Helena, Bencoolen, and China.

A letter received from Bombay says, "On Saturday morning early, the 1st of February, conformably with a signal which had been displayed at the light-house on the preceding evening, a ship was seen to the westward, standing in for the land, which was, by the tremendous swell then prevailing, hove to leeward as far as Malabar Point, about four or five leagues off shore.—After riding by the sheet cable, she parted, and endeavoured to run ashore, with a view to save the lives of the crew, which were now in the most imminent danger, without any hope of getting assistance, from the state of the weather. She soon struck, and her masts went overboard almost immediately afterwards, the sea breaking completely over her. In a short time she bilged, and, we are sorry to say, is totally lost, with a most valuable cargo; the crew with the utmost difficulty, are saved. She proves to have been the *Isabella*, Captain Edward Brown, belonging to Mr. J. Tod, of Calcutta, and freighted for Bombay by Messrs. Braham, Prince, and Co. of Natal, on the West Coast of Sumatra."

We learn from Cuddalore the death of Captain Andrew Kerr, aged 76, formerly of the country service, but better known by the name of the Old Commodore. He was born at Fort St. David's about the year 1726. In his will he directed his body to be interred in a particular spot of his garden, without ceremony or service. His *coffin* had lain for many years in his *godown* (warehouse), and was made use of as a liquor chest.

PLYMOUTH REPORT,

FROM AUGUST 25 TO SEPTEMBER 22.

August 25. This forenoon the Mars, 74 guns, which has been in dock some time past, in coming out of dock to make room for the Commerce de Marseilles, 120 guns, received some damage, which has hogged her a little. The Commerce now occupies her dock, and is to be broken up and sold as old timber. Yesterday His Excellency Governor Janssen, Commissary General De Mist, and several Dutch Officers of distinction, dined at Saltram, the delightful seat of the Right Honourable Lord Boringdon, and returned this morning, highly gratified with the polite and hospitable entertainment of their Noble host. The dinner, desert, and wines, were in the true style of a British Nobleman. The Right Hon. Lord Boringdon this forenoon paid a complimentary visit to the Right Hon. Earl St. Vincent, and Sir A. S. Hamond, Knt. Comptroller of the Navy, at dock. The Bato, of 76 guns, Captain Claris, has her foretop mast struck on the fore cap, as she sprung it on her passage here from the Texel.

Last night it blew a fresh wind, with rain and squalls at S. W. ; a large boat in turning up Hamoaze, near Torpoint, the sheet being belayed, jibed, by which means she upset, and, out of fourteen persons, two were drowned. The Right Hon. Earl St. Vincent, and the Lords of the Admiralty, Sir Andrew Snape Hamond, Knt and the Navy Board, went afloat this forenoon, and returned to the North Stairs. The ships were all manned to receive them; the two Boards will go on board to-morrow in grand style, to review the men of war in commission, and then proceed up the Tamer, to visit, inspect, and receive reports of the ships in ordinary. The Admiralty flag is now flying in the Dock-yard, as their Lordships are examining several of the old shipwrights, preparatory to their superannuation.

26. This day the Mayor and Court of Aldermen, at the Guildhall, unanimously voted the freedom of this ancient borough to the Right Hon. Earl St. Vincent, First Lord of the Admiralty, for his eminent services in the late and former wars. It will be enclosed in a handsome silver box, beautifully embossed with emblematical and suitable devices.—Yesterday a number of shipwrights volunteered their services to work for the private yards on the River Thames. This day a signal was hoisted at the flag staff at the North Stairs, for all the men of the ships in ordinary to come ashore to be mustered by the Lords of the Admiralty in the Dock-yard, as the weather is unfavourable for the two Boards to go afloat. Yesterday a great boar of a sea rushed into this port, swept all before it, and retired as suddenly, without doing any damage.

27. This day Earl St. Vincent, and the Lords Commissioners of the Admiralty, Sir A. S. Hamond, Knt. B. Tucker, Esq and the Commissioners of the Navy, went afloat, with the Admiralty of Great Britain's flag, and the flag of the Navy Board, flying in the stern-sheets of their respective barges. On visiting the Centaur, 74 guns, Rear-Admiral Dacres, she manned ship and fired a salute of nineteen guns; after visiting every part of the ship, which was in extreme good order, the two Boards of the Admiralty and Navy visited the Sound and Cawsand Bay. The Right Hon. Earl St. Vincent, with the other Lords and Commissioners, accompanied by General Bentham, inspected the whole of Cawsand Bay, the latter Gentleman, as Naval Superintendent of Naval Affairs, giving his opinion as to the feasibility of the scheme of the projected pier, to secure his Majesty's ships and vessels against the S. and S. E. winds, in case of a future war. The two Boards then returned in the Commissioners yacht, after being saluted by the Rosario, 24 guns, and the Childers, 14 guns, in the Bay. In passing the White Buoy in the Sound, the Petterell, 18 guns, saluted with twenty guns; on which the two Boards left the yacht, and proceeded with their respective flags up the harbour. On passing the Narrows of Devil's Point and Mount Edgecumbe, the Centaur, 74 guns, Rear Admiral Dacres, Belleisle, 84 guns, Courageux, 74 guns, Hussar 36 guns, Sirius, 36 guns,

and Carysfort, 32 guns, immediately manned ship, and saluted with nineteen guns. This day their Lordships attended Divine Service at the Chapel of the Dock yard; after which there was a grand levee of all the Naval Officers of every rank.

28. Passed through from Dock to Plymouth Citadel, with various stores, several ammunition waggons, all of which are dismantled and laid up in ordinary in the Citadel store-house. — Went into Cawsand Bay, the Childers, 14 guns, to remain there during the stay of the Lords Commissioners of the Admiralty and the Commissioners of the Navy, with the Rosario, 24 guns — Yesterday Earl St. Vincent gave, at his apartments in George's Street, a grand breakfast to the Lords of the Admiralty here, Commissioners of the Navy, Rear-Admiral Pacres, and several Captains of the Royal Navy; after which the Lords Commissioners of the Admiralty proceeded to the Dock-yard, where the Warrant Officers of the different ships in ordinary, the Clerks of the different departments, passed in review before their Lordships, with the caulkers, ropers, riggers, and riggers' labourers.

A new regulation is about to take place among the riggers' labourers, and the men in the ships in ordinary; all landmen are to be discharged, and replaced with prime seamen lately paid off, by which useful arrangements at this port, there will be constantly ready for immediate service, nearly 2000 good seamen, enough to lay a foundation for manning ten sail of the line at a trifling expence. — Passed up for Torbay, the Proserpine, 44 guns, Batavian frigate (with two other frigates), Commodore Bloye, and twenty-one sail of transports, with settlers, stores, and troops for the Dutch or Batavian settlements in the West Indies, ceded to that Republic by the treaty of peace at Amiens. The whole of this day has been occupied by the Lords of the Admiralty and Commissioners of the Navy afloat in surveying the Sound and Cawsand Bay; but as the post is going, the particulars of this interesting Naval spectacle must be deferred till to-morrow.

30. This forenoon, His Excellency Governor Claussen, and the Dutch Officers and their Ladies, went up the Larn, and paid a visit of ceremony to the Right Hon. Lord Boringdon, at Saltram. The Right Hon. Earl St. Vincent and the Lords Commissioners of the Admiralty this day at noon reviewed and inspected the Plymouth Division of Royal Marines, commanded by Major-General Bowater, in the Barrack-square Stone House; the word of command was given by that Royal Marine veteran the gallant Colonel Elliott: the battalion went through their different manoeuvres in a very correct style. After which, Earl St. Vincent and their Lordships of the Admiralty took a *sejour four déjunié* with Major-General Bowater. After this refreshment their Lordships inspected the Royal Naval Hospital, and were much pleased with the neatness and regularity of each department — Sailed for Gibraltar, with passengers, the Unanimity packet.

31. Last evening sailed the Dutch line of battle ship Batho, of 74 guns, Captain Klisis, for the Cape of Good Hope. This day the Sea Flower, 14 guns, Lieutenant Murray, was paid off and laid up in ordinary. The Sirius, 36 guns, Captain Rowse, and the Atalante, 16 guns, Captain Masfield, were taken into dock, to have their bottoms inspected.

September 1. Sailed at six o'clock in the evening, with a fine wind at E.N.E. for the Cape of Good Hope, the Batavian man of war the Fato, 76 guns, Captain Claris. She takes out all the Civil and Military Officers for that settlement — Sailed also from Torbay, the Proserpine, Batavian frigate, Commodore Blois, with two other frigates, and twenty one transports, full of troops, for the Batavian West Indian settlements, ceded at the late peace.

2. Came in, after a short passage of a few hours, from Weymouth, where she had been to attend their Majesties during the summer, the Blanche, 36 guns, Captain Hammond. Their Majesties, and the Royal Family and suite, were preparing to leave Weymouth for Windsor Castle this morning early. — Arrived at Saltram, the Right Honourable — Villiers, Paymaster-General of the Royal Marine Forces in England. He is brother-in law to the Right

Hon. Lord Boringdon, to whom, after the public business of yesterday was over, the Right Hon. Earl St. Vincent, accompanied by B. Tucker, Esq. and the Commissioners of the Navy, paid a visit, and returned to dinner at Dock at half past five P. M.; previous to which their Lordships gave private audiences by appointment to several Gentlemen on particular business. This morning their Lordships, accompanied by B. Tucker, Esq. set off from Dock for London, and then they proceed to the eastern Yards and Victualling, to inspect their different arrangements. The Amazon, 36 guns, Captain Sutton, fitting for sea at one of the eastern yards, is to carry Rear-Admiral Sir J. B. Warren, K.B. to Petersburg, as Ambassador from this Court to the Emperor of all the Russias. The Clyde, 44 guns, was to have gone, but is countermanded. A large quantity of turbot and pilchards was taken by the fishing-boats yesterday, which were sold at reasonable rates.

4. Last night, and till seven this morning, it blew a very heavy gale of wind at S and S. W. with a pitching, rolling sea in the Sound and Catwater. The ships of war rode it out without damage, but a trawl boat (belonging to J. M'Aughland, Esq. Pilot to the Hon. East India Company,) in working into Catwater from fishing, trying to weather the Victualling Office Point, she missed stays, and was driven amongst the breakers off Deadman's Bay, where she now lies bilged; but, as the weather moderates, she may be got off: no lives were lost. A large barge, Hicks, master, in turning down Hamoaze with a cargo of staves, missed stays between Mount Edgumbe and the Rocks of Devil's Point Battery, and unfortunately was driven on the rocks of the latter, bilged, and filled, the cargo all lost, and Mr. Hicks drowned, being knocked overboard with the jerk of her striking on the rocks. — Yesterday came in from the Helder Point, where they had been with returned Dutch Emigrant troops, disbanded from our service, the Galatea, 36 guns, Captain Wolfe; Amelia, 44 guns, Hon. Lord Proby; L'Oiseau, 36 guns, Captain Phillips; Glenmore, 36 guns, Captain Maitland. Also, after a fine passage of six weeks, the following men of war from Jamaica—the Sanspareil, 84 guns, Captain Essington; Southampton, 32 guns, Capt Cole; Arab, 24 guns, Capt. Fanshawe; and Reynard, 24 guns, Captain Adlam (acting). They spoke Le Tigre, 84 guns, Captain Jackson, from Malta, bound up Channel, all well. — As the Nereide, 36 guns, Captain R. Menda, and Plover, 18 guns, sailed about the same time, these ships may be hourly expected. This morning anchored in Cawsand Bay, from Jamaica, the Spencer, 74 guns, Commodore Darby, with his broad pendant flying at the main; the Circe, 28 guns, Captain Woolley; these latter ships left Vice-Admiral Sir T. Duckworth, Bart. Captain Dunn, in the Leviathan, 74 guns, and it was supposed he would not leave that station till the Spring.

5. This morning, at half past seven o'clock, went up the harbour from the Sound, to be paid off and laid up in ordinary, that beautiful ship the Sans Pareil, 84 guns, Captain Essington; she is a ship of large and spacious dimensions; her length on deck 193 feet 7 inches, length of keel 159 feet; breadth, 51 feet 6 inches; depth, 23 feet 4 inches; tons, 2247: she has 16 ports on her upper deck, and 15 ports on her lower deck. She carries her guns high from the water. She was the favourite of the late gallant Vice-Admiral Lord Hugh Seymour, and struck to the Leviathan, 74 guns, his ship, in the ever-memorable Naval Victory of the 1st of June, 1794. His Lordship's flag was flying in the Sans Pareil, during his command on the Jamaica station, until his death. At twelve, A. M. the Spencer, 74 guns, Commodore Darby, made a signal to go up the harbour from Cawsand Bay; she soon got under weigh with the Commodore's broad pendant at the main-top. As she came abreast Mount Edgumbe, the wind fell scant and foul at W. S. W. she then anchored in Barn Pool, to wait the flowing tide to go up the harbour. Went up the harbour to be paid off, the Arab, 24 guns, Captain Fanshawe. Went into the Sound, the Circe, of 24 guns, Captain Woolley. Remain in the Sound, the Glenmore, 36 guns, L'Oiseau, 36 guns, Amelia, 44 guns, Galatea, 36 guns, Southampton, 32 guns, Circe, 24 guns, Petterell, 18 guns, and a gun-brig. In Cawsand Bay, the Rosario and Imogene, 18 guns each.

6. By order of the Right Honourable the Lords Commissioners of the Admiralty and the Commissioners of the Navy, there has taken place since their departure, a discharge of 520 shipwrights, riggers, ropemakers, sailmakers, carpenters, joiners, and labourers. Several old men discharged have been near fifty years in the service. By letters from Salcombe we learn, that a packet from Portsmouth, with a number of passengers for this place, in a violent gale of wind, foundered off the Start, and it is feared every soul has perished.

7. By orders of the Lords of the Admiralty, a large discharge of labourers from the Victualling Office and South Down Brewery and Cooperage has taken place. Last evening, the whole of the Dutch squadron and transports, under Commodore Elois in the *Proserpine*, 44 guns, bound for the ceded Batavian Settlements in the West Indies, being forced back by the gale at S. W. on Saturday, were observed laying to off the Edystone, and the weather being fine and the horizon clear, 21 sail could be plainly discovered.—In the night the wind sprung up at N. N. W. with a stiff breeze, when the whole fleet stood down Channel.

8. Came into Cawsand Bay, forced in by contrary winds, the *Thomas*, Guineaman, Captain Martin, bound to Senegal and Gorce, with a cargo, and for slaves. Captain Martin went ashore in the afternoon of Sunday to procure fresh beef and vegetables. Whilst absent, six of the sailors, (lately paid off from a man of war,) being rather in liquor, refused to furl the sails or go aloft, on which Mr Scott, chief mate, remonstrated. Fup and Arthur, two of the ringleaders, and the most active in the mutiny, with the others, rushed aft, knocked down Mr. Scott, and used him very roughly indeed, till rescued by the better disposed part of the crew. During the mutiny, Captain Martin came on board, and ordered them to their duty, which they refused, and Fup gave the Captain so violent a blow on his neck as brought him to the deck; on this they kicked him as he lay senseless. The Mate being on the fore-castle, hailed *La Venturiere*, 18 guns, lying abreast of the *Thomas*, when a boat well manned and armed with Royal Marines, with a Midshipman, pushed off, and got alongside the *Thomas*, when the mutineers took shot and axes, and swore they would sink the boat before any marine should come on board the ship, swearing they would have their blood for supper, and that of their Captain and his Mate. By this time the gallant Royal Marines and the young Midshipman rushed up the side, boarded, and charged bayonets on the mutineers, who were soon overpowered, handcuffed, and sent on board the flag-ship in *Hamosze*, and put in irons for the night, but still behaved very disorderly and riotous. In the morning they were sent on board the *Spider* cutter. The mutineers were this morning handcuffed and well guarded, brought to the Guildhall, where the depositions of Captain Martin, Mr. Scott, and the Midshipman, were taken before the Mayor and Deputy Town Clerk. It is supposed they will be committed for trial at the Admiralty Sessions.—Yesterday morning came in the *Hunter*, 18 guns, from Jamaica, being disabled in the gale of wind last Friday. The *Nereide*, 36 guns, Captain R. Mends, also from Jamaica, being in company, took out her dispatches, but owing to a thick fog, she did not arrive till late last night.

9. Orders came down this day for the *Fisgard*, 48 guns, Captain Wallis, to be paid off, and the *Naiad*, 38 guns, now in ordinary, is to be commissioned in her room. Captain Wallis, and the men already entered on board the *Fisgard*, are to go on board the *Naiad* when ready to be commissioned. By the latest accounts from the sea ports of France, brought by a Gentleman who has visited Brest, L'Orient, and Rochefort, it appears that the building of men of war and of the line goes on briskly, as no less than sixteen ships of the line, from 120 to 74 guns, are almost ready for launching in this and the next month.

12. Passed up for Torbay from Jamaica, after a passage of six weeks, the *Goliath*, 74 guns, the *Bellerophon*, 74 guns, and *Majestic*, 74 guns. They overshot the port in a gale of wind. They are to be paid off at this port. The *Fisgard*, 48 guns, paid off last week, it is said is to be broken up, as she is so very leaky she will scarcely be worth repairing. The *Dans Parcel*, 84 guns,

Captain Essington, was yesterday paid off in Hamoaze, all standing: she is to be recommissioned directly as a guardship—By order of the Right Hon. the Lords Commissioners of the Admiralty, a picquet nightly guard is mounted at the Dock yard, from the Royal Marine Barracks, of a subaltern and 36 privates, for the further security of that Naval Arsenal.

13. Several ships appeared in sight from the eastward, but they made so large an offing, and the weather is so hazy, they cannot yet be made out.—Last Saturday evening, just as the workmen had left the new Wet Dock at Turn Chapel, the property of Lord Boringdon, part of the new work, by the force of the water, was blown up, and has done considerable damage to this undertaking, which it is hoped may yet be rendered useful to the trade and shipping of this port. The Nereide, 36 guns, Captain Mends, just arrived from the West Indies, goes up the harbour to be stripped and paid off in the course of a day or two.

14. Sailed for Spithead and Portsmouth, with 120 Marines, paid off from the Sans Pareil, 84 guns, and the Blanche 36 guns, Captain Hammond. They belong to the Portsmouth Division, and have been abroad five years in the West Indies. Went up the harbour to be stripped, paid off, and laid up in ordinary, La Nereide, 36 guns, Captain R. Mends. By the latest accounts from Gibraltar, dated the end of August, it appears that the Gibraltar, 84 guns, Triumph, 74 guns, and Dragon, 74 guns, were laying there, waiting to come to England; but, as a frigate is dispatched with orders for their further stay, at least for the present, it is supposed they will be at the Rock some time longer.—Sailed on a cruise from Torbay, the Rosario, 18 guns, and Arrow, 24 guns, after having taken in fresh beef and water.—Went into the Sound, the Imogen, 18 guns, from Hamoaze.—Sailed for Spithead, with discharged seamen, the Galatea, 36 guns, Captain Wolfe.

15. Letters received here from Cork, state the arrival at Cove of several frigates and troop ships, armed en flute, having on board five regiments of those gallant fellows who served in Egypt. They will perform quarantine there, and most probably according to the present arrangements, sail for this port, to occupy (at least a part of them) the uninhabited barracks of Frankfort and Mill Bay.

16. Sailed for Cork, Waterford, Wexford, Dublin, and Belfast, several vessels with seamen paid off from the different ships in this harbour. The Sans Pareil, 84 guns, paid off last Saturday, was to have been re-commissioned; but as she wants much repair, she is put for the present in ordinary. One of her crew received 150*l.* wages and prize-money.—Came in this day from the Straits, last from Spithead, I.e Tigre, 84 guns, and Northumberland, 74 guns. They performed their quarantine at the Motherbank, and go up the harbour this afternoon, to be stripped and paid off, and laid up in ordinary.

18. Went out of harbour into the Sound, the Atalante, of 16 guns, Captain Mascfield. The following ships were paid off and laid up in ordinary in the course of last week—Sans Pareil, 84 guns, Spencer, 74 guns, Nereide, 36 guns, Arab, 20 guns, and Plover, 16 guns.

21. Last night, after a passage of seven weeks, arrived from Jamaica, the Temeraire, 98 guns. Rear-Admiral Campbell; Formidable, 98 guns, Majestic, 74 guns, and Audacious, 74 guns. Off the Sound appeared the Decade, 44 guns, and Ceres, 28 guns, from the Windward Islands.—There was a great fog this morning. The Formidable, 98 guns, and the Temeraire, 98 guns, worked into the Sound from Cawsand Bay, and mean to lay to for the young flood to go up the harbour to be stripped, paid off, and laid up in ordinary.

PORTSMOUTH REPORT,

FROM AUGUST 23, TO SEPTEMBER 22.

August 23. Sailed the Jamaica, 26 guns, Captain Rose, to the Eastward; Champion, 24 guns, Captain Lord Stewart, and Coromandel armed transport,

to Chatham, to be paid off; and the Redbridge schooner, Lieutenant Lempriere, on a cruise.—Came into harbour his Majesty's ships *Eurus* and *Penelope*, to be paid off; also the *Magnificent*, 74 guns.

24. Arrived *L'Aimable* frigate, from the West Indies. Came into harbour, the *Eurus*, *Penelope*, and *Magnificent* frigates. Arrived his Majesty's ship *Netley*, from a cruise.

25. Arrived the *Northumberland*, 74 guns, Captain Martin, and *Bonne Citoyen* frigate, from Malta. Went out of harbour, the *Hazard* sloop of war, Captain Neve. The *Constance*, Captain Mudge, and *Hazard* sloop, are ordered to take Dutch troops from Lymington to the Elbe. It blew so hard last night, that the signal was made from the Port Admiral's ship to strike yards and topmasts. Sailed the *Delft*, Captain Redmill, to the eastward, to be paid off.

26. This day his Majesty's ship *Northumberland* was released from quarantine. Arrived his Majesty's ships *Zephyr*, *William* and *John*, and *Niger*, from Cork, and came into harbour to be paid off.

27. Sailed the *Wassenaar*, armed en flute, Captain Butler, for Chatham, to be paid off; *Constance*, 24 guns, Captain Mudge, and the *Hazard* sloop of war, Captain Neve, for Lymington, to take Dutch troops from thence to the Elbe. Went out of harbour, the *Doris*, 36 guns, Captain Williams.—Passed through Spithead from Lymington, the *Pomone*, 44 guns, Captain Cower; *Magicienne*, Captain Vansittart; and *Alarm*, Captain Parker, with Dutch troops for Cuxhaven.

30. Arrived the *Hazard* sloop and *Constance* frigate from Lymington.

31. Arrived the *Glatton*, 54 guns, Captain Colnett, with convicts for Botany Bay, from the Downs; and the *Lapwing* frigate, Captain Rotherham, from Brighton. Sailed the *Charger* gun-vessel, on a cruise. Passed through Spithead, the *Constance*, Captain Mudge, and the *Hazard*, Captain Neve, with the remainder of the Dutch troops from Lymington for Cuxhaven. The *Magnificent*, 74 guns, Captain Giffard, was paid off this morning, and laid up in ordinary.

September 1. Arrived the *Raccoon*, sloop of war, Captain Rathborne.

2. The *Sophie* sloop of war, Captain Rosenhagen, arrived from Cuxhaven.

3. Arrived *Le Tigre*, 84 guns, Captain Curry, from the Mediterranean; and *St. Fiorenzo* frigate, Captain Bingham, from attending his Majesty at Weymouth.

4. Last night Commissioners Harwood and Tucker, of the Navy Board, arrived from Plymouth. And this afternoon Earl St. Vincent, Captain Markham, Mr. Garthshore, Lords of the Admiralty; and Mr. Marsden, Secretary; also, Sir A. S. Hamond, Comptroller of the Navy, from Plymouth. His Lordship was received by a Captain's Guard of the Royal Marines. The house formerly occupied by Admiral Holloway is fitted up for his Lordship and the Admiralty Board; Sir A. S. Hamond and the Navy Board have apartments at the George Inn.—Arrived the *Mutine* brig from the Mediterranean.—The *Penelope* frigate, Captain Broughton, has been paid off and re-commissioned. The *Glatton*, Captain Colnett, bound to New South Wales, with convicts, is lying at Spithead. Several now confined on board the hulks in Langston harbour, are to be put on board previous to her departure.

6. Arrived the *Southampton* frigate, Captain Cole, from Jamaica.—Sailed the *Redbridge* schooner, Lieutenant Lempriere, on a cruise.—Went out of harbour, the *Starling* gun-vessel. Lord St. Vincent yesterday had a levee; and this morning at six o'clock, his Lordship, attended by the Admiralty and Navy Boards, went to the Dock-yard to inspect the men, &c.

7. Arrived his Majesty's ship *Tromp*, from the West Indies.—Passed by, the *Trusty*, Neale, from Jamaica in forty-nine days. She sailed from Jamaica the same day the *Thetis* and *Atalanta* merchant ships did. By the *Trusty* we learn, that the island was very healthy; and that although there were

between twenty and thirty men of war there, there were only seventy sick in the hospital.

8. This morning arrived the *Phœbe* frigate, Captain Shepard; *Ulysses*, 44 guns, Captain Columbine; and the *Advice* tender, from the Downs. Yesterday morning, at six o'clock, Lord St. Vincent went to the Dock-yard, and inspected the different artificers until near seven in the evening, when he returned to his apartments in the High-street to dine. The *Tigre*, Captain Curry, is ordered into harbour to be paid off.

9. Arrived at St. Helens, the *Morgiana* sloop of war, Captain Rainsford, from a cruise. Sailed the *Mutine* brig, Captain Lord William Fitzroy, to the eastward, to be paid off. The *Northumberland*, of 74 guns, Captain Martin, is ordered to Plymouth, to be paid off.

10. Arrived the *Hind*, of 28 guns, Captain Larcom, from the Mediterranean. This afternoon Lord St. Vincent, Captain Markham, Mr. Garthshore, Mr. Marsden, Sir Andrew Snape Hamond, Mr. Harwood, and Mr. Tucker, set off for London.

11. Arrived the *Lion*, of 64 guns, Captain Mitford, from the East Indies, last from St. Helena, in seven weeks. This day arrived at the Motherbank, and was put under Quarantine, his Majesty's sloop *Delight*, Captain the Hon. F. W. Aylmer, from Gibraltar in 15 days. Left at Gibraltar, his Majesty's ships *Superb*, *Dragon*, and *Triumph*. The *Dryad* frigate, Captain Williams, is paid off at Spithead, and recommissioned. The *Uly-ses*, and her tender, are to take out the Commissioners to survey the island of Trinidad. Sir Samuel Hood is expected here on Monday to hoist his broad pendant. This evening arrived from the Mediterranean, and put under similar restrictions, his Majesty's ship *Athenian*, 64 guns, Captain Sir Tho. Livingstone, from Malta, last from Gibraltar, which place she left the 25th ult.

14. Sailed the *Northumberland*, 74 guns. Captain Martin, and the *Tigre*, 80 guns, Captain Curry, for Plymouth, to be paid off.—This afternoon sailed the *Lion*, 64 guns, Captain Mitford, and the *Hind*, 28 guns, Captain Larcom, to the eastward, to be paid off. Dropped down to St. Helen's, the *Glatton*, 54 guns, Captain Colnett, with convicts, bound to New South Wales.

16. Arrived the *Galatea*, 32 guns, Captain Wolfe, with discharged marines, from Plymouth. Sailed the *Delight* sloop of war, Hon. Captain Aylmer, to the eastward to be paid off.

17. Came into harbour to be paid, his Majesty's ship *Southampton*.

18. The Lords of the Admiralty have directed that an increase of pay should be granted to all the Warrant Officers in his Majesty's service.

22. Sunday sailed the *Galatea* frigate, Captain Wolfe, for Plymouth.—Yesterday the *Ambuscade*, 36 guns, Hon. Captain Colville, and this morning the *Resistance*, 38 guns, Hon. Captain Wodehouse, sailed for Chatham, to be paid off.—This evening sailed the *Morgiana* sloop of war, Captain Raynsford, on a cruise.

Promotions and Appointments.

The King has been pleased to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland unto Archibald Dickson of Hardingham Hall, in the county of Norfolk, Esq. Admiral of the Blue Squadron of His Majesty's Fleet, and the heirs male of his body lawfully begotten, with remainder to his nephew Archibald Collingwood Dickson, Esq. Captain in the Royal Navy, (eldest son of William Dickson, Esq. also Admiral of the Blue squadron of his Majesty's Fleet,) and the heirs male of his body lawfully begotten.

Captain James Hardy is appointed to the *Leda* frigate, *vice* Hope.

Lieutenant Wright, of the *Tigre*, who so gallantly distinguished himself while serving on shore under Sir Sidney Smith at the siege of Acre, is promoted to the rank of Commander, and appointed to the *Cynthia* sloop of war, *vice* Dick.

Captain G. M'Kinley is appointed to the *Ganges*; Captain Huring to the *Shark*; Captain P. Hunt, to the *Hornet*; and Captain Guen, to the *Alkmaar*.

The Hon. Captain Capel is appointed to the *Phæbe*, 36 guns. She is under orders for the Mediterranean.

Captain Lock is appointed to the *Revolutionaire* frigate, *vice* Capel; and Lieutenant Atcheson to the *Censor* gun-vessel, *vice* Christian.

Captain Hawes, of the Royal Navy, is appointed Secretary to Sir John Borlase Warren, on his Embassy to Petersburg. Captain Hawes was in consequence presented to the King at his levee.

Captain A. J. Griffiths is appointed to the *Constance* frigate.

OBITUARY.

Lately, at Barnstaple, Captain-Lieutenant Davie, of the Royal Marines.

Lately at Antigua, Mr. John Masters Empson, Surgeon of his Majesty's frigate *Castor*.

August 24th, Mr. Randall, proprietor of the Dock-yard, Deptford, where the insurgent shipwrights made a riot on Saturday. Anxious to see peace and order once more restored among the artificers in his yard, for that purpose he was on the Saturday preceding particularly active till a late hour in the evening, when the dispute running extremely high, he received a violent blow from one of the men. Indignant at this treatment, and alarmed at the state in which his property was involved by the turbulence of his workmen, he returned home visibly depressed in mind, and continued with evident signs of disorder till Monday morning, at six o'clock, when, leaving his bed, he precipitated himself from a two pair of stairs back window, and fell into the court yard below, even with the kitchen, making the fall three story high. One arm was broken, his head fractured, and his body most dreadfully bruised; he was instantly conveyed into the house, and surgical assistance immediately sent for, when, after languishing till nine o'clock in the greatest agony, he expired. The Coroner's Jury have brought in a verdict of—*Insanity*. Thus has the rashness of a few individuals, whom he had ever cherished with his bounty, proved, by a momentary unwarranted act, the death of a man who might have lived for years an ornament to his country.

On Thursday, September 2, Mr. John Allen, aged 74 years, between forty and fifty of which he was Draughtsman to the Surveyors of his Majesty's Navy. He obtained the distinction of Father of the Drawing Room, no person ever having served so many years in that employ before, owing, in the early part of his life, to the mutability of fortune, who deprived him of his powerful and noble friends at the moment opportunities offered by which they could serve him; and, possessing in a high degree that distinction of pride which ennobles rather than debases mankind, he never could submit to solicit favours in his own behalf, although at the same time open and free, even to a beggar. His professional abilities, joined to a respectful address, procured him friends by whom he was highly regarded. Lord Anson, and Sir Percy Brett, Comptroller of his Majesty's Navy, were particularly attached to him; but death interposed, and deprived him of their friendship and assistance; yet he did not die without a sincere and firm friend at last, as far as it was in his power to serve him, in the person of that truly good and upright man Sir John Henslow, one of the present Surveyors of His Majesty's Navy, who was his intimate friend and companion in their youthful days. Sensible of his own uprightness and integrity, he feared not the frowns of any man. He was steady in his attachments, and fixed in his displeasure, although forgiving; void of hypocrisy or empty ostentation, and no sycophant. No child could ever boast a more affectionate and good father; his indulgencies and his corrections were both equally tempered with moderation. He firmly believed in and adored the works of his Creator. He retained his faculties, except that of speech, perfect to the last moment, and died, as he had lived, peaceable and happy, and in sincere good will with all the world. He always enjoyed a superior pleasure in repeating the words of Mr. Pope—"An honest man's the noblest work of God;" and in no man was it ever more justly exemplified than in himself. The only debt remaining unpaid at his death was his Doctor's bill. He never injured a single person by word or deed during the whole course of his life.





J. Kneller pinx.

T. Kneller sc.

R^T HON^{ble} GEORGE

LORD ANSON.

Baron of



Roberton

First Lord Commis^r of the Admiralty Vice Adm^l of Great Britⁿ

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BIOGRAPHICAL MEMOIRS OF
GEORGE LORD ANSON,

ADMIRAL OF THE WHITE SQUADRON, AND ADMIRAL OF THE FLEET.

Intaminatis fulget honoribus.

Ulysses' voyage lives by Homer's pen,
Who many cities saw and many men;
Shipwrecks and sufferings, fancy could display,
In a small portion of the midland sea;
But what to ANSON's were Ulysses' toils?
Or what to India's wealth were Ilium's spoils?
The world surrounded, all the nations view'd,
Each climate tried, each danger now subdu'd;
Our second Drake, arriv'd on British ground,
His toils with laurels and with honour crown'd.

ANON.

THE recital of the most distinguished actions of eminent men, is at once a reward and an encouragement to merit, and serves to convey useful information in the most agreeable form. Among the heroes who have contributed to the naval glory of their country, and who stand high on the records of fame, the name of ANSON holds a prominent place. Our illustrious seaman was the second and youngest son of William Anson, Esq. of Shugborough, in the county of Stafford, a gentleman of an ancient and respectable family, and Elizabeth his wife, one of the daughters and co-heirs of Ralph Lane, Esq. and sister to Mary Countess of Macclesfield. Discovering an early passion for the naval profession, and taking the greatest delight in reading and hearing the stories of our most celebrated voyagers and Admirals, his father gave him an education suitable to his genius; and having served the usual period, in the year 1722, he was made a Commander, and appointed to the Weazle sloop. On the 1st of February 1724, he was promoted to the rank of Post Captain, and commanded for some time the Scarborough frigate, but had no opportunity of performing any services of sufficient value to be transmitted to posterity. From this time we are without any particulars of Mr. Anson's history, till the year 1731, when he was

Captain of the *Diamond*, of forty guns, one of the vessels intended to be attached to the fleet then in the Mediterranean, under the command of Sir Charles Wager, but never proceeded thither.

For a number of years, during the pacific administration of Sir Robert Walpole, Spain had beheld with an evil eye the growing commerce and increasing naval consequence of Great Britain, particularly in the neighbourhood of that part of her dominions (her possessions in South America), where she was most vulnerable, and entertained the greatest jealousy of intrusion. Desirous of monopolizing to herself the whole commerce and wealth of Mexico and Peru, the vessels of foreign powers were forbid, under severe penalties, to approach within a certain distance the coasts of her American possessions; and, to enforce this regulation, the American seas were filled with Spanish cruisers, whose enormities at length attracted the attention of the British Parliament*. After fruitless representations to the Court of Madrid for redress, the British Ministry determined on hostilities, and, to the great joy of the nation, whom the atrocities of the Spaniards had bitterly incensed, war was formally declared against Spain on the 23d of October 1739.

On the declaration of war against Spain, it was immediately determined by the Ministry, that Captain Anson, who had for some time commanded the *Centurion*, of sixty guns, should be employed in an expedition against the Spanish possessions in the South Seas. It was at first proposed, that he should proceed to attack Manilla, the capital of the Philippine Islands, and a depot of immense wealth, but this plan, though well imagined, was laid aside. A considerable

* One instance of their cruelty it is not improper to relate in this place, as it had a very material effect in producing the war. Captain Jenkins, master of a Scotch vessel, being rummaged by the Spaniards, they tore part of his ear off, and bid him take it to the English king, and tell him that they would serve him so, if they had him in their power. The Captain, being examined before the House of Commons, was asked what were his sentiments when thus treated, and threatened with death? who gallantly replied, that *he recommended his soul to God, and his cause to his country.*

delay, and some disagreeable circumstances attended the equipment of his squadron (which are related at large by the compiler of his voyage), so that though he received his commission on the 10th of January 1740, he was not able to put to sea till the 18th of September, by which means, the Spanish Court, which was informed of his destination, had time to warn the Governors of the Spanish provinces in America of the intended expedition.

As our account of our hero's celebrated voyage round the world, is necessarily an abridgment from the work published under his auspices, it cannot be uninteresting to our readers to have some particulars relative to the author, as the voyage in a literary point of view is supposed to possess more merit than any similar production, and is one of the most amusing works in the English language.

Lord Anson's "Voyage round the World," though it carries the name of Walters, who was Chaplain to the *Centurion*, in the title page, was in reality written by Benjamin Robins, a man of great eminence and genius as a mathematician and writer, under the immediate inspection of the noble Officer who commanded the expedition. So favourable was its reception with the public, that four large impressions were sold within twelvemonths, and it was translated into most of the European languages. The work still supports its reputation, and has been repeatedly reprinted in various sizes.

Commodore Anson took his departure from Spithead, September the 18th, 1740, in the *Centurion*, of 60 guns, having under his command the *Gloucester*, of 50 guns, Captain Norris; the *Severn*, of 50 guns, Captain Legg; the *Pearl*, of 40 guns, Captain Mitchel; the *Wager*, of 28 guns, Captain Kidd; the *Trial* sloop, Captain Murray; and the *Anna* and *Industry* pinks, victualling tenders. This fleet had four hundred and seventy marines and invalids on board, which were commanded by Lieutenant-Colonel Cracherode, and was ordered to the South Seas to distress the enemy in that quarter, where it was evident their weak-

ness would afford a favourable opportunity of attacking them, and their wealth would greatly enrich the individuals concerned in the enterprise.

On the 29th of October the Commodore anchored at the island of Madeira, where he supplied the fleet with fresh provisions and wine, and sailed from thence on the 3d of November. On the 28th our navigators crossed the equinoctial, and on the 21st of December the whole squadron came to an anchor at the island of St. Catherine's. Disease had by this time made an alarming progress in the fleet, and the Commodore's first care was to provide accommodations for the sick. Tents were erected on shore for the recovery of the invalids, of whom there were about eighty from the Centurion, and from the other ships nearly as many, in proportion to the number of their hands. From what had been related by former voyagers, Mr. Anson was led to expect, that the supposed salubrity of the place, and a constant supply of fresh provisions, which might easily be obtained, would soon recover his sick; but in these particulars he had been greatly deceived, for the air of St. Catherine's was far from being so healthy as it had been represented, and the conduct of the Governor deprived them of the advantages they might have obtained from the refreshments of the place.

The ships being refitted, and their stock of provisions and water recruited, though inadequately, Commodore Anson left the island of St. Catherine's on the 18th of January, and stood to the southward. As they were to expect a more boisterous climate to the southward than any they had yet experienced, the Commodore, as a measure of necessary prudence, appointed three places of rendezvous for the squadron, in case of separation. The first was *Port St. Julian*, on the coast of Patagonia; the second, the island of *Nostra Senora del Socorro*; and the third, the island of *Juan Fernandez*, in the South Sea. A few days after their departure from St. Catherine's, the Pearl was separated from the rest of the squadron, and did not rejoin it till near a

month afterwards. During her absence she was chased by five Spanish men of war, and narrowly escaped being taken, owing to the correct information afforded the Spanish Admiral, by the treachery of the Governor of St. Catherine's, by which he was enabled so to disguise his ships, that the Pearl mistook them for the British squadron, and was within gunshot of the Spanish Commander before they discovered their error; but, by superior dexterity in manœuvring the ship, happily escaped.

After spending some time at Port St. Julian, the squadron sailed from thence on the 27th of February, and having a continuance of favourable weather, on the 7th of March passed the Straits Le Maire. As these straits are considered to be the boundary between the Atlantic and Pacific Oceans, our navigators persuaded themselves, that the greatest difficulties of their voyage were now at an end, and that they had nothing before them but an open sea, till they arrived on those opulent coasts, where all their hopes and wishes were centered. These pleasing ideas were encouraged by the brightness of the sky, and the serenity of the weather, for the morning of the day on which they passed the straits, though the winter was advancing apace, yielded in mildness and brilliance to none they had witnessed since their departure from England.

These favourable presages, however, were soon at an end: for before the sternmost ships of the squadron were clear of the straits, the serenity of the sky was suddenly obscured, and all the indications of an impending storm appeared. From this time, during a period of two months, they had a continual succession of such tempestuous weather, as surprised the oldest and most experienced seamen on board, and obliged them to confess, that what they had hitherto called storms were inconsiderable gales, compared with the violence of these winds. During this disastrous period, the ships sustained the most serious damage in their hulls, masts, and rigging, and to add to their distresses, the scurvy raged dreadfully in the fleet. Some idea may be formed of the

ravages committed by that malady in this ill-fated squadron, when it is told, that in the space of one month the *Centurion* lost forty-three men, and afterwards the mortality went on increasing, and the disease extended itself so prodigiously, that after the loss of above two hundred men, they could not at last muster more than six foremast-men in a watch capable of duty.

Under all these distressing circumstances, owing to the prudent orders and regulations of the Commodore, and the strict observance of them by his Officers and the Captains of the squadron, they for a long time resolutely contended against the storm and kept together. But the tempest increasing in violence, and the crews of the ships being weakened by sickness, the *Pearl* and *Severn* parted from the squadron on the 10th of April, and discouraged by the continuance of the storm, returned to England. On the 25th, the Commodore lost sight of the remaining part of the squadron, but this misfortune by no means retarded him from bravely continuing his voyage. After suffering incredible hardships, he at length succeeded in making his passage round Cape Horn, and, notwithstanding it was the general opinion of all on board, that none had survived the tempest but themselves, and the crew was daily diminishing by the scurvy, proceeded for the first place of rendezvous. This zeal to fulfil his instructions was the more laudable, as the circumstances of his situation were such, as would have justified him in departing from his orders. Having cruised for a fortnight off the island of *Nostra Senora del Socoro*, without meeting with any of the ships of the squadron, and despairing of seeing them again, the Commodore steered for the island of *Juan Fernandez*. And now, as if fortune was not weary of persecuting them, they experienced a fresh disaster. On the 28th of May, they were actually within sight of their desired port, but owing to the state of the atmosphere mistook the island for a cloud, and imagining themselves considerably to the westward of their course, they sailed for the main land of *Chili*, in order to

take a new departure. By this means they were not able to anchor at Juan Fernandez till the 11th of June, and lost between seventy and eighty of their men, who probably would have been saved, had they kept their course when they first made the island. The crew of the Centurion, by this time, was reduced to so helpless a condition, that they could scarcely, taking all watches together, muster hands enough to work the ship on an emergency, though they included the Officers, their servants, and the boys; and only two hundred and odd men remained alive, out of between four and five hundred, who had passed the Straits Le Maire but three months before, almost all of them in health and vigour.

On the evening of his arrival at Juan Fernandez, the Commodore was joined by the Trial sloop, and some time afterwards by the Gloucester, and Anna pink, victualler, all which vessels had been proportionally reduced in their numbers by the scurvy. The Gloucester indeed suffered more severely than the other ships, for though she appeared off the harbour the 28th of June, she was kept at sea by contrary winds, till the 23d of July, when she arrived in so melancholy a condition, that her crew was reduced to fifty-six men. The necessary steps were immediately taken for the recovery of the sick, to which the healthful air of Juan Fernandez, and the abundance of its vegetable productions, greatly contributed. This island, covered with perpetual verdure, and blessed with a mild and salubrious climate, soon produced a visible amendment in the sick, and checked the inveteracy of their malady. The most prudent measures were adopted by the Commodore to profit by the advantages of his situation, and to relieve his enfeebled and debilitated seamen. Tents were erected on shore for the accommodation of the sick, in places admirably calculated for their convenience and comfort, and the antiscorbutic productions of the island were furnished them in great abundance. By these means most of the invalids recovered, and after the

second day, not more than ten died during their continuance on the island, a period of upwards of three months.

The Commodore, having recovered his men, and refitted his little fleet, and despairing of being joined by the missing ships of his squadron, resolved to commence his operations against the enemy as soon as possible. Accordingly, on the 8th of September, a sail appearing in the offing, he weighed and stood in pursuit of her; but having lost sight, continued his cruise, and on the 12th, discovered a sail to windward, which he soon came up with, and captured. The prize was about four hundred and fifty tons burthen, was bound from Callao in Peru, to Valparaiso in Chili, and had on board a cargo of bale goods, tobacco, some trunks of wrought plate, and twenty-three serons of dollars, weighing each upwards of 200lbs. avoirdupois. But what was more valuable to the captors, and by which their future plan of operations was decided, was the information which they obtained from their prisoners. They gathered from them the miscarriage of the Spanish squadron, which had been sent out to intercept them, and farther learnt, that though an embargo had been laid upon all the shipping in the South Seas, in the month of May preceding, it now no longer subsisted, some valuable prizes might, therefore, probably be made, before the Spaniards were sufficiently alarmed to keep their ships in port. The Commodore, on this information, returned with his prize to Juan Fernandez, and used the utmost diligence in preparing his little squadron for sea.

The next day the Trial sloop was dispatched to cruise off Valparaiso; and the Anna pink being deemed incapable of farther service, her guns were taken out, and mounted on board the prize, and the command of her given to Lieutenant Saumarez. The Centurion, with her prize, the Carmelo, weighed from the bay of Juan Fernandez on the 19th of September, leaving the Gloucester behind, and a few days after were joined by the Trial, which during her cruise had taken a valuable prize. This vessel was fitted up, and called

the Trial's prize, whose men were transferred to her, as the sloop was no longer in a condition to be navigated with safety, and accordingly was condemned and burnt.

The Commodore now proceeded towards Paita, off which place the Gloucester was ordered to cruise, and took on the 5th of November a prize, but of small value, except gold of silver in plate and specie. On the 12th, he captured another prize, which had stopped the day before at Paita, to take in water and provisions, and from an Irishman on board this vessel, and the other prisoners, he learnt such an account of the defenceless state of the town, that he determined to attack it without loss of time. They were now about twelve leagues distant from the town, and lest the inhabitants should be alarmed by the appearance of the ships, and thereby have an opportunity of removing their valuable effects, the Commodore resolved to attempt the place with his boats only, under cover of the darkness of the night. Accordingly, about ten o'clock at night, the ships being then within five leagues of the place, Lieutenant Brett, afterwards Sir Piercy, to whom the command of the expedition was given, put off, with fifty eight chosen men under him, and arrived at the mouth of the bay without being discovered; but some of the people of a vessel riding at anchor there, perceived them, and getting into their boat, rowed towards the fort, and so alarmed the town. Lights were now seen moving about, and it was obvious that the inhabitants were aware of their approach; Lieutenant Brett, on this, encouraged his men to pull briskly up, that they might give the enemy as little time as possible for preparation. Some shot were fired at the boats from the fort, but without success; and in less than a quarter of an hour from the first landing, and with no other loss than one man killed and two wounded, Lieutenant Brett and his party became masters of the place. The Spaniards, unable to resist the desperate efforts of British valour, fled with the utmost consternation, into the country, leaving their valua-

ble effects behind them, and many of them half naked. The sailors, who could not be prevented from entering the houses of the fugitives, decked themselves out in rich Spanish dresses, which, contrasted with their own greasy apparel, made so grotesque an appearance, that their Commander when he saw them, could not immediately be satisfied they were his own people.

At day-break the Commodore had the satisfaction to perceive the English flag hoisted on the flag staff of the fort, by which he knew that his people were in possession of the place, and standing in with the ships, came to anchor in the afternoon, at about a mile and a half distance from the town. The people were now busily employed in collecting the treasure, and removing it on board the ships; nor did they meet with interruption from the enemy, though vastly superior to them in number, and apparently well-armed and disciplined. While the treasure was removing, Commodore Anson made various overtures to treat with the Governor for the ransom of the town and the merchandize it contained, but these being rejected with great insolence, when the place was evacuated, he ordered it to be set on fire, which was accordingly done. The treasure taken at Paita amounted to upwards of 30,000*l.* sterling, but the loss of the Spaniards was estimated at a million and a half of dollars. The vessels found in the harbour were sunk, except the *Solidad*, the largest and best ship, which the Commodore kept with him, and appointed Lieutenant Hughes, of the *Trial*, to command her.

At Paita, as Commodore Anson had nobly supported the character of his country for gallantry and enterprise, so he gave the enemy an example of the humanity of his nation, well worthy of their imitation. He now set at liberty the prisoners collected from the various prizes before mentioned, whom he had treated during the whole time of their confinement with so much generosity and tenderness, as to impress them with the strongest sentiments of gratitude and admiration. The barbarity of the Buccaneers in the same seas

had filled the natives with the most terrible ideas of the cruelty of the English, so that the prisoners at first regarded their captivity as a misfortune the most horrible that could befall them; but the mild behaviour of the Commodore to his prisoners in general, and particularly his conduct towards two young ladies of high rank and great beauty, whom he treated with all the respect and delicacy that generosity and honour could suggest, completely removed these unfavourable impressions, and left on the minds of the Spaniards the most grateful and lasting remembrance of his humanity, good faith, and benevolence.

On the 16th of November, the squadron weighed, and put to sea; and two days after were joined by the Gloucester, which had taken two small prizes, the one laden with wine, and about 7,000*l.* in money and plate; the other with a pretended cargo of cotton, but in reality carrying a quantity of double doubloons and dollars to the amount of near 12,000*l.*

Commodore Anson having learnt from some papers found on board a prize, that the expedition against Carthagena had failed, and therefore that he could not hope to be reinforced across the isthmus, and consequently was too weak to attack Panama, determined to steer as soon as possible to the southern parts of California, or to the adjacent coast of Mexico, there to cruise for the Manilla galleon, which he knew was now at sea, bound for the port of Acapulco. The force under the Commodore amounted to eight vessels, including prizes, but two of them sailing so ill, as greatly to retard the progress of the squadron, they were ordered to be cleared of the most valuable part of their cargoes, and burnt, as was a third soon afterwards.

The squadron being in want of water, the Commodore proceeded to the island of Quibo, in the bay of Panama, where he supplied his ships with that necessary article, and also obtained a large quantity of turtle, which proved a great refreshment to his men. On the 12th of December the squadron stood from Quibo, to the westward, but owing to

contrary winds and other unfavourable circumstances, did not get into the track of the galleon till near the end of January. The prisoners on board endeavoured to persuade them, that it was no uncommon thing for the galleon to arrive at Acapulco so late as the middle of February, and the propensity of men to believe whatever flatters their wishes, led them to credit this account; but having cruised for some days off Acapulco, without having seen the object of their earnest wishes, the Commodore resolved to send a boat, under cover of the night, to see if the Manilla ship was in the harbour, in order, if she was not there, that they might be animated, by the prospect of her capture; to continue their cruise, or if she was arrived, that they might be at liberty to consult their necessities, or act as circumstances should render most advisable. Accordingly, a boat well-manned, was dispatched from the *Centurion*, with Lieutenants Denis and Scott, to cruise off the harbour of Acapulco, for information respecting the galleon; and after six days absence they returned with three negro prisoners, whom they surprised in a canoe fishing off the port. From these men the Commodore learnt, that the galleon arrived at Acapulco on the 9th of January, had delivered her cargo, and was taking in her lading for Manilla, for which place the Viceroy had appointed by proclamation, that she should depart on the 3d of March.

This information raised to a high pitch the spirits of the squadron, and particularly as the Indians seemed confident that the Spaniards had no suspicions of an English force being off the port, and consequently would not prevent the sailing of the galleon at the appointed time. As it was on the 19th of February that the boat returned, and brought the above intelligence, the Commodore resolved to continue the greatest part of the intermediate time to the westward of Acapulco, conceiving, that, in that situation, there would be less danger of his being seen from the shore, and this interval he employed in making such an arrangement of his force, as was dictated by prudence and consummate skill. On the

1st of March, the Commodore made the high lands of Acapulco, and the squadron got with all possible expedition into the stations prescribed by his orders. The distribution of the ships on this occasion, both for intercepting the galleon, and for avoiding a discovery from the shore, was the most judicious that could have been conceived. The ships were ranged in a circular line, at three leagues distance from each other, so that the whole sweep of the squadron, within which nothing could pass undiscovered, was at least twenty-four leagues in extent; and to render this disposition still more complete, and to prevent even the possibility of the galleon's escaping in the night, two cutters belonging to the Centurion and Gloucester, were both manned and sent in shore, and commanded to lie all day at the distance of four or five leagues from the entrance of the port, where, by reason of their smallness, they could not possibly be discovered; but in the night they were directed to stand nearer to the harbour's mouth, and as the light of the morning approached, to come back again to their day-posts.

On the dawn of the day fixed for the departure of the galleon, every one was eagerly engaged in looking out towards Acapulco, from whence neither the casual duties on board, nor the calls of hunger, could easily divert their eyes; but that, and the three succeeding days passed in a state of fruitless expectation. They did not, however, yet despair; all were disposed to flatter themselves, that some unforeseen accident had intervened, which might have put off her departure for a few days; and suggestions of this kind occurred in great plenty, and were eagerly listened to. But nearly a month being spent in this state of anxious suspense, the Commodore began, with reason, to imagine, that it was discovered he was on the coast, and that the sailing of the galleon would of course be deferred until the ensuing season. On this he formed a plan for attacking the town of Acapulco, and making himself master of the wished-for prize in the harbour; but the reduced number of his men rendered

this scheme impracticable; and the squadron being at length in great want of water, he was obliged to steer for the harbour of Chequetan, about thirty leagues to the westward of Acapulco, where he anchored on the 7th of April. Lieutenant Hughes in a cutter with six armed men, was ordered to cruise for a few days longer off Acapulco, in the forlorn hope, that the Manilla ship might yet make her appearance, and in that case he was directed to join the Commodore with all possible speed; but the galleon not venturing to put to sea, the cutter some time afterwards joined the Commodore.

The crews of the squadron were now so much reduced, that their whole number did not amount to the complement of a fourth-rate man of war, and therefore the Commodore found it necessary to destroy the three other prizes, having first removed their cargoes, and divided their people between the two ships. These proceedings, together with the time consumed in supplying the ships with wood and water, detained them near a month in the harbour of Chequetan; and the Commodore, after sending some prisoners on shore, resolved to give up for the present all hopes of intercepting the galleon, and to steer for the river Canton in China.

On the 6th of May, the Commodore took his departure from the coast of Mexico; their passage was favourable till the beginning of June, when the scurvy broke out afresh on board both ships, and threatened to commit its former ravages. Encountering repeated gales of wind, and with a crew reduced to sixteen men and eleven boys fit for duty, the Gloucester became in so crazy and disabled a condition, that the Captain and her Officers represented to the Commodore the necessity of abandoning her, as it was impossible to keep her above water. The crew were accordingly taken on board the Centurion; together with what money, goods, and stores, could be saved, and the ship was burnt.

The Centurion was now, the only ship remaining, in the South Seas, of a potent squadron, that had passed the Straits Le Maire. But in the most adverse circumstances, the constancy and resolution of the Commodore, never for a moment forsook him; struggling under the most formidable difficulties from disease, reduction of strength, and commanding a vessel leaky in her hull, and materially injured in her masts, rigging, and sails, he set an example to his crew of patience and activity, cheerfully sharing with the healthy their hardships and fatigues, and kindly administering to the sick every relief and comfort within his power. In this situation, as Commander of a single ship, he gave a happy earnest to his country of those services which he afterwards performed, when raised to a higher station, and invested with a more important command.

The Gloucester was destroyed on the 15th of August; and on the 28th of the same month the Centurion came to an anchor at Tinian, in a condition nearly as deplorable as when they arrived at Juan Fernandez, so that had the ship continued much longer at sea, the whole crew must inevitably have perished. Some idea may be formed of the weakness of the crew, when it is mentioned, that all the hands they could muster capable of acting on the greatest emergencies, including some negroes and Indian prisoners, amounted to no more than seventy-one; and this, inconsiderable as it may appear, was the whole force that could be collected, in their present feeble condition, from the united crews of the Centurion, the Gloucester, and the Trial, which, when they departed from England, were manned altogether with near a thousand hands. The sick, amounting in number to one hundred and twenty-eight, were brought on shore with the utmost dispatch, and the Commodore himself humanely assisted in providing every thing for their accommodation. Huts and tents were erected to receive them, and the Commodore took care that they should be sufficiently supplied with the excellent vegetables and fruits which the island produced. By these means the sick recovered with as much rapidity as

in a former instance they had done, under similar circumstances, at Juan Fernandez.

But while our hero was occupied by these benevolent cares, a misfortune occurred, which had near fatally terminated the expedition. In a severe gale of wind the *Centurion* parted from her anchors, and was driven to sea, leaving behind the *Commodore*, with many more Officers, and great part of the crew, amounting in the whole to one hundred and thirteen persons. The weak condition of the *Centurion's* crew, the disabled state of the ship, and the violence of the storm, led most to conclude that she was lost; and those that believed her safe, had scarcely any expectation that she would ever be able to make the island again. In either of these views their situation was indeed most deplorable. They were at least six hundred leagues from Macao, the nearest amicable port, and the only means they had of transporting themselves thither was a small Spanish bark, of about fifteen tons, seized at their first arrival, which would not even hold a fourth part of their number. This vessel they hauled on shore and sawed asunder, to lengthen her twelve feet, which would enlarge her to near forty tons burthen, and enable her to carry them all to China. Owing to the indefatigable exertions of the *Commodore*, and the patience and industry of his people, the work of lengthening the bark was advanced apace, when to their great joy the *Centurion* was descried in the offing, after an absence of nineteen days. This event proved full as satisfactory to the distressed on board, as to the destitute on shore, for during their absence they had suffered incredible hardships, and the ship was so leaky, that they could scarcely keep her afloat with the constant use of all their pumps.

The *Commodore* now resolved to stay no longer at Tinian than was absolutely necessary to complete his stock of water. A second gale of wind drove the ship again to sea, but her crew was considerably stronger than before, and also animated by the presence of their Commander; and the weather soon proving favourable, she returned to an

anchor after about five days absence. Having completed his water, and laid in a large quantity of oranges, lemons, and other fruits of the island, the Commodore took his departure from Tinian on the 21st of October, steering directly for Macao in China. On the 5th of November they made the coast of China, without having met with any remarkable occurrence on their passage: and on the 12th anchored in the road of Macao. The Chinese, a people extremely jealous of strangers, harassed our Commodore for some time with every species of vexation and delay; but his firmness and conciliating manners at length succeeding in removing all difficulties, the ship was thoroughly repaired and fitted for sea.

Not discouraged by his former disasters, the Commodore resolved again to risk the casualties of the Pacific Ocean, in hopes of meeting the galleon; and he supposed, that instead of one annual ship from Acapulco, there would be this year, in all probability, two; since, by being before Acapulco, he had prevented one of them from putting to sea the preceding season. He therefore resolved to cruise for these returning vessels off Cape Espiritu Santo, on the island of Samal, which is the first land they always make at the Philippine Island; and the better to conceal his intentions, lest by any means the enemy should become acquainted with them, he gave out at Macao, that he was bound to Batavia, and from thence to England.

On the 19th of April 1743, the Centurion sailed from Macao, and on the 20th of May, arrived off Cape Espiritu Santo, their intended station. Sensible of the weakness of his crew, and that success must in a great measure depend on their discipline and skill, the Commodore ordered them to be exercised almost every day in working the great guns, and in the use of their small arms. These precautions were extremely necessary, as it was well known, that the galleons were vessels of great force, and should they fall in with two of them, as they ardently hoped for, the contest must neces-

sarily be severe, and they could only hope for success from their superior skill in the management of their ship and arms.

As the month of June advanced, the expectations and impatience of the Commodore's people daily increased. No better idea can be given of their great eagerness on this occasion, than by copying a few paragraphs from the journal of an Officer, who was then on board, as they afford a more natural picture of the full attachment of their thoughts to the business of their cruise, than can be given by any other means.

May 31. Exercising our men at their quarters, in great expectation of meeting with the galleons very soon, this being the 11th of June, their style.

June 3. Keeping in our station, and looking out for the galleon.

June 5. Begin now to be in great expectation, this being the middle of June, their style.

June 11. Begin to grow impatient at not seeing the galleons.

June 13. The wind having blown easterly for the forty-eight hours past, gives us great expectations of seeing the galleons soon.

June 15. Cruising on and off, and looking out strictly.

June 19. This being the last day of June, N. S. the galleons, if they arrive at all, must appear soon.

From these extracts it will appear how entirely the treasures of the galleons had engrossed, and how anxiously they passed the latter part of their cruise, when the certainty of the arrival of those vessels was dwindled down to probability only, and that probability became each hour more and more doubtful. On the 20th of June, however, being just a month after their gaining their station, they were relieved out of this state of uncertainty; for, at sunrise, they discovered a sail from the mast head in the S. E. quarter. On this, a general joy spread through the whole ship; for they had no doubt but this was one of the galleons, and they expected soon to descry the other. The Commodore instantly stood towards her, and at half an hour after seven they were near enough to see her from the Centurion's deck; at which time the

galleon fired a gun, and took in her top-gallant-sails. This was supposed to be a signal to her consort, to hasten her up, and, therefore, the Centurion fired a gun to leeward to amuse her. The Commodore was surprised to find, that during all this interval the galleon did not change her course, but continued to bear down upon him; for he hardly believed, what afterwards appeared to be the case, that she knew his ship to be the Centurion, and resolved to fight him. The particulars of the action itself, as well as what in part took place on the Centurion's return to China, cannot be more satisfactorily described, than in Mr. Anson's own words.

The south-west monsoon being set in on the coast of China before I had refitted his Majesty's ship, it became impossible for me to proceed to Europe till the month of October. I, therefore, determined, although I had not half my complement of men, to cruise for the King of Spain's galleon, which was expected from Acapulco with treasure to Manilla. After having finished the necessary repairs of my ship, on the 18th of April, I made the best of my way for Cape Spiritu Santo, being the land to the southward of the Straits of Manilla, a shore which ships generally fall in with. Having cruised there thirty-one days, I got sight of her on the 20th of June, and gave chase, she bearing down upon me before the wind. When she came within two miles, she brought to, to fight me; and after an engagement of an hour and an half, within less than pistol-shot, the Admiral struck his flag at the main-top mast head. She was called the *Neustra Senora del Caba Donga*, Don Geronimo Montero, Admiral; had forty-two guns, seventeen of which were brass, and twenty-eight brass pedereroes; five hundred and fifty men, fifty-eight of which were slain, and eighty-three wounded, her masts and rigging were shot to pieces; and one hundred and fifty shot passed through her hull, many of which were between wind and water, which occasioned her to be very leaky. The greatest damage I sustained was by having my foremast, main mast, and bowsprit, wounded, and my rigging shot to pieces. I received only fifteen shot through my hull, which killed me two men, and wounded fifteen. Being under great difficulty in navigating two such large ships in a dangerous and unknown sea, and guarding four hundred and ninety-two prisoners; I was apprehensive of losing company, and thought proper, for the security of the galleon, and the great treasure in her, which could not be removed (the

weather being very tempestuous), to give my First Lieutenant a commission to command her, with other proper Officers under him.

I got into the river Canton on the 14th day of July, and sent an Officer with a letter to the vice-king, acquainting him with the reason of my putting into his port; that I intended to pay him a visit, and desired a supply of provisions and stores. A mandarine was sent on board some days afterwards, to acquaint me, that the vice-king would be glad to see me, with the Captain of the other ship, and brought me a licence for supplying me with provisions from day to day. He mentioned to me the payment of the duties and measurage, which he informed me, by the Emperor's orders, were to be demanded, from all ships, without excepting men of war. I told him that the King of Great Britain's ships were never treated upon the same footing with trading vessels, and that my instructions from the King, my master, forbid me to pay any acknowledgment for his ships harbouring in any port whatsoever.

Finding I could not obtain the provisions and stores to enable me to proceed to Europe, I was under a necessity of visiting the vice-king. The Europeans were of opinion that the Emperor's duties would be insisted upon, and not knowing, therefore, what means they might make use of when they had me in their power, I gave orders to Captain Brett, who upon this occasion I had appointed Captain under me, that if he found me detained he should destroy the galleon (out of which I had removed all the treasure, amounting to 1,313,843 pieces of eight, and 35,682 ounces of virgin silver and plate), and proceed with the Centurion without the river's mouth, out of gun-shot of the two forts.

The vice-king received me with great civility and politeness, having ten thousand soldiers drawn up, and his council of mandarines attending the audience; he granted me every thing that I desired, so that I had great reason to be satisfied with the success of my visit.

The particulars of the engagement with the galleon being given more at length in Commodore Anson's voyage, and every thing relative to so memorable a capture being interesting, we shall make an extract from that work for the satisfaction of our readers.

At noon the Commodore was little more than a league distant from the galleon, and could fetch her wake, so that she could not now escape; and, no second ship appearing, it was concluded that she had been separated from her consort. Soon after the galleon hauled up her fore-sail, and brought to under top-sails, with her head to the

northward, hoisting Spanish colours, and having the standard of Spain flying at the top gallant-mast-head. Mr. Anson, in the meantime, had prepared all things for an engagement on board the *Centurion*, and had taken every possible measure, both for the most effectual exertion of his small strength, and for the avoiding the confusion and tumult, too frequent in actions of this kind. He picked out about thirty of his choicest hands and best marksmen, whom he distributed into his tops, and who fully answered his expectation by the signal services they performed. As he had not hands enough remaining to quarter a sufficient number to each great gun, in the customary manner, he, therefore, on his lower tier, fixed only two men to each gun, who were to be solely employed in loading it, whilst the rest of the people were divided into different gangs of ten or twelve men each, who were continually moving about the decks, to run out and fire such guns as were loaded. By this management he was enabled to make use of all his guns; and instead of whole broadsides, with intervals between them, he kept up a constant fire without intermission, whence he doubted not to procure very signal advantages; for it is common with the Spaniards to fall down upon the decks, when they see a broadside preparing, and to continue in that posture till it is given; after which they rise again, and, presuming the danger to be for some time over, work their guns, and fire with great briskness, till another broadside is ready; but the firing gun by gun in the manner directed by the Commodore, rendered this practice of their's impossible.

The *Centurion* being thus prepared, and nearing the galleon apace, there happened, a little after noon, several squalls of wind and rain, which often obscured the galleon from their sight, but whenever it cleared up, they observed her resolutely lying to. Towards one o'clock, the *Centurion* hoisted her broad pendant and colours, she being then within gun shot of the enemy; and the Commodore perceiving the Spaniards to have neglected clearing their ship till that time, as he saw them throwing overboard cattle and lumber, he gave orders to fire upon them with the chase guns, to disturb them in their work, and to prevent them from completing it, though his general directions had been not to engage before they were within pistol shot. The galleon returned the fire with two of her stern chasers, and the *Centurion* getting her sprit-sail-yard fore and aft, that if necessary, she might be ready for boarding, the Spaniards, in a bravado, rigged their sprit-sail yard fore and aft likewise. Soon after, the *Centurion* came abreast of the enemy within pistol-shot, keeping to the leeward of them, with a view of preventing their putting before the wind, and gaining the port of Jalapay, from which they were about seven leagues distant. And now the engagement

began in earnest, and for the first half hour, Mr. Anson over-reached the galleon, and lay on her bow ; where, by the great wideness of his ports, he could traverse almost all his guns upon the enemy, whilst the galleon could only bring a part of hers to bear. Immediately on the commencement of the action, the mats, with which the galleon had stuffed her netting, took fire, and burnt violently, blazing up half as high as the mizen-top. This accident, supposed to be caused by the Centurion's wads, threw the enemy into the utmost terror, and also alarmed the Commodore ; for he feared lest the galleon should be burnt, and lest he himself too might suffer by her driving on board him. However, the Spaniards at last freed themselves from the fire, by cutting away the netting, and tumbling the whole mass, which was in flames, into the sea. All this interval the Centurion kept her first advantageous position, firing her cannon with great regularity and briskness ; whilst at the same time the galleon's decks lay open to her topmen, who, having at their first volley driven the Spaniards from their tops, made prodigious havock with their small arms, killing or wounding every Officer but one that appeared on the quarter-deck, and wounding in particular the General of the galleon himself.

Thus the action proceeded for at least half an hour, but then the Centurion lost the superiority arising from her original situation, and was close alongside the galleon, and the enemy continued to fire briskly for near an hour longer ; yet even in this posture the Commodore's grape-shot swept their decks so effectually, and the number of their slain and wounded became so considerable, that they began to fall into great disorder, especially as the General, who was the life of the action, was no longer capable of exerting himself. Their confusion was visible from on board the Commodore ; for the ships were so near, that some of the Spanish Officers were seen running about with much assiduity, to prevent the desertion of their men from their quarters ; but all their endeavours were in vain, for after having, as a last effort, fired five or six guns with more judgment than usual, they yielded up the contest ; and, the galleon's colours being singed off the ensign staff in the beginning of the engagement, she struck the standard at her main-top gallant-mast-head ; the person who was employed to perform this office, had been in imminent peril of being killed, had not the Commodore, who perceived what he was about, given express orders to his people to desist from firing.

The Commodore, on his return with his prize to the river Canton, had farther experience of the jealous disposition of the Chinese ; but by his prudent management, as is briefly stated in his letter, he succeeded in removing the prejudices of the Chinese Government, and vindicated the

honour of the British flag. In a delicate and embarrassing negotiation, with a people the most attached to their own opinions of any in the world, subtle and perfidious to an extreme and who are seldom or ever known to yield a point which they have once insisted upon, the Commodore maintained the dignity of his nation, and proved himself as skilful in negotiation as he was in war.

Not being able to procure a sufficient number of people to navigate her to England, the Commodore sold the galleon to the merchants of Macao, for six thousand dollars, a sum far less than her value, but which his impatience to get to sea induced him to accept. The Centurion weighed from Macao on the 15th of December; and on the 11th of March arrived at the Cape of Good Hope. Here the Commodore continued till the beginning of April, refreshing his people, and furnishing the ship with those stores which could not be procured in China. He entered forty Dutch seamen, and sailed from the Cape on the 3d of April. On the 19th, they saw the island of St. Helena, which however they did not touch at, but stood on their way. On the 29th, they crossed the line for the fourth time, to the northward, and arrived in soundings about the beginning of May. By the 12th they got sight of the Lizard, and the 15th, in the evening, to their infinite joy, they came safe to an anchor at Spithead. But, that the signal perils, which had so often threatened them in the preceding part of the enterprise, might pursue them to the very last, and the watchful care of Providence be farther exercised towards them, the Commodore learnt on his arrival, that there was a French fleet of considerable force cruising in the chops of the Channel, which, from the account of their position, he found the Centurion had ran through, and had been all the time concealed by a fog. "Thus," to use the words of the author of the voyage, "was this expedition ended, when it had lasted three years and nine months, after having, by its event, strongly evinced this important truth, That though prudence, intrepidity, and perseverance united, are not exempted from the blows

of adverse fortune; yet in a long series of transactions, they usually rise superior to its power, and in the end rarely fail of proving successful."

The Commodore, as might naturally be expected, met with the most flattering reception from all ranks of people, and eight days after his arrival was promoted to the rank of Rear-Admiral of the Blue. The treasure of the galleon was drawn in triumphal pomp through the city of London, in thirty-two waggons, which were preceded by a band of military music, playing national airs, and guarded (the most interesting part of the spectacle) by a detachment of the Officers and seamen of the *Centurion*. The observations of the author of the *Biographia Navalis*, on the termination of this memorable expedition, are so extremely forcible and judicious, and coincide so exactly with our own sentiments on the subject, that we cannot refrain from inserting them.

It has not been unshrewdly remarked (says this very ingenious, sensible, and acute writer), that the greatest talents are frequently consigned by misfortune to everlasting oblivion, while success alone is sufficient to secure everlasting fame; but it is necessary this success should not be partial, but complete in all its points, for many persons have, in the particular instance of Mr. Anson, rather invidiously observed, that "though he was himself enriched, and by an occurrence too, which they are pleased to term accidental, yet that the British nation was by no means indemnified for the expence occurred by it, and that the original design was entirely defeated." The expedition itself was one of those speculative attempts in war which are always considered as hazardous; and very frequently prove unsuccessful. Nothing ever induces an Administration to espouse or encourage them but the chance of deriving an immense advantage, if fortune favours the undertaking; and sustaining a loss comparatively trivial if otherwise. Considerable neglect and delay took place in the equipment, circumstances the most unpropitious that could have happened to the intention with which the armament was sent out, and though upon the whole that intention certainly failed, yet was that misfortune by no means imputable to Mr. Anson, who certainly displayed, through the whole of this long and perilous adventure, the greatest prudence, personal intrepidity, perseverance, and spirit.

Soon after his arrival in England, Mr. Anson was engaged in a disagreeable dispute with the Lords of the Admiralty,

who refused to confirm to Captain Brett, the rank and commission of Captain of the *Centurion*, which, as the Commodore himself states in his official letter, he had given him in the river Canton, when he was under the necessity of visiting the viceroy. This dispute occasioned Mr. Anson not only to remain for some time unemployed, but caused him to decline accepting the rank of Rear-Admiral, which, as we have before mentioned, was conferred on him eight days after his arrival. On the 27th of December 1744, a very extensive change in Administration took place, and a new Board of Admiralty was formed, at which Mr. Anson himself was honoured with a seat, and received the farther satisfaction of having his commission to Captain Brett confirmed. About this time Mr. Anson was chosen representative in Parliament for Heydon, in Yorkshire, a borough which he had purchased with the spoils of his expedition, and which, after his advancement to the peerage, continued for many years to be represented by Officers who had served under him in the South Seas.

On the 20th of April 1745, Mr. Anson was advanced to be Rear-Admiral of the White; but he was not invested with any command till the month of July 1746, when, having previously been promoted to be Vice-Admiral of the Blue, he was appointed to command the Channel Fleet, as successor to Vice-Admiral Martin, who sailed to the North Sea to intercept any supplies that might be sent the Pretender, then at the head of the rebellious clans in Scotland. No event, however, of any consequence took place in the Channel this year, though Mr. Anson continued at sea during the greater part of the winter, in expectation of intercepting a French squadron on its return from America, under the Duc d'Anville; but that Commander having received information of Mr. Anson's station, he took the necessary precautions to avoid him, and was tolerably successful, one of his ships only being taken, the *Mercury*, formerly a French ship of war, mounting 58 guns, but then serving as an hospital ship.

The following year, the French, not discouraged by their former losses, determined to make another effort to recover Cape Breton, which had fallen into the hands of the English some time back. For this purpose a strong squadron was equipped at Brest, and the command of it given to M. de la Jonquierre; at the same time another squadron was prepared to sail for the East Indies, under the command of M. de St. George; and for the better protection of the trading ships against any attempts of the British cruisers; and these squadrons were to proceed in company as far as their courses were the same.

To counteract the designs of the French Cabinet, the British Ministry ordered a powerful squadron to be got ready for sea, the command of which was conferred on Vice-Admiral Anson, and Rear-Admiral Warren. This fleet sailed from Plymouth on the 9th April, and continued to cruise off Cape Finisterre till the 3d of May, when the French squadron was discovered, consisting of thirty-eight sail. The particulars of the action which ensued, are so fully detailed in the account which was published on the occasion by authority, that any observations on our part would be unnecessary.

Admiralty Office, May 16, 1747:

Captain Denis, of his Majesty's ship the *Centurion*, arrived this day with an express from Vice Admiral Anson, giving an account, that on the 3d inst. the squadron under his command, consisting of the following ships, viz.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Prince George,	90	Vice-Admiral	Defiance,	60	Capt. Grenville,
		Anson,	Nottingham,	60	Saumarez,
		Capt. Bentley,	Pembroke,	60	Fincher,
Devonshire,	66	Rear-Admiral	Windsor,	60	Hanway,
		Warren,	Centurion,	50	Denis,
		Capt. West,	Falkland,	50	Barradel,
Namur,	74	Boscawen,	Bristol,	50	W. Montagu,
Monmouth,	64	Harrison,	Ambuscade,	40	John Montagu,
Prince Frederick,	64	Norris,	Falcon sloop,	10	Gwynn,
Yarmouth,	64	Brett,	Vulcan fireship,		Pattigrew.
Princess Louisa,	60	Watson,			

being off Cape Finisterre, which bore S. & E. distant twenty-four leagues, fell in with a French fleet, consisting of thirty-eight ships, nine of which shortened sail, and were drawing into a line of battle ahead; and the rest of the fleet, which appeared to be under their convoy, stretched to the westward with all the sail they could set. Mr. Anson formed his fleet into a line, but observing, by the motions of the enemy, that their aim was to gain time, and endeavour to escape under favour of the night, he made the signal for the whole fleet to chase, and engage the enemy, without any regard to the line of battle. The

Centurion, Captain Denis, having got up with the sternmost French ship about four o'clock in the afternoon, began to engage her, upon which two of the enemy's largest ships bore down to her assistance. The *Namur*, *Defiance*, and *Windsor*, being the next headmost ships, soon entered into the action, and after having disabled those French ships in such a manner that the British ships asternmost soon come up with them, they made sail ahead, to prevent the van of the enemy from escaping; as did also several other ships of the fleet. The *Yarmouth* and *Devonshire* having got up and engaged the enemy, and the *Prince George* being near the *Invincible*, and going to fire into her, all the ships in the enemy's rear struck their colours between six and seven o'clock, as did all those which were in the line, before night. Vice-Admiral Anson brought to at seven, having detached the *Monmouth*, *Yarmouth*, and *Nottingham*, to pursue the convoy, who then bore W. and by S. at about four or five leagues distance, so that there are hopes of having a very good account of them. The *Falcon* sloop, which the Vice-Admiral had sent after the convoy during the action, with orders to make signals for a guidance to the other ships, returned to the fleet the next day with the *Dartmouth* Indiaman. The number and quality of the ships taken from the enemy are as follows, viz.

Ships of war belonging to the French King.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
<i>Le Seriesux,</i>	66	556	<i>M. De la Jonquierre, Chef d'Escadre,</i>
<i>L'Invincible,</i>	74	700	<i>M. De St. George,</i>
<i>Le Diamond,</i>	56	450	<i>Hoquart,</i>
<i>Le Jason,</i>	52	355	<i>Beccard,</i>
<i>Le Rubis,</i>	52	328	<i>M'Carty,</i>
<i>La Gloire,</i>	44	330	<i>Salesse.</i>

East India Company's Ships fitted as men of war.

<i>L'Apollon,</i>	30	132	<i>De Santons,</i>
<i>Le Philibert,</i>	30	170	<i>Cellie,</i>
<i>Le Thetis,</i>	20	100	<i>Macon,</i>

East India Ship taken by the *Falcon* Sloop.

<i>Le Dartmouth,</i>	18	50	<i>Penoche.</i>
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The loss on our side was not very considerable, except that of Captain Grenville, of the *Defiance*, who was an excellent Officer, and whose death cannot be sufficiently lamented. Captain Boscawen, of the *Namur*, was wounded in the shoulder with a musket-ball, but is in a very fair way of recovery.

The French *Chef d'Escadre*, *M. de la Jonquierre*, was shot under the blade-bone of both his shoulders, but it was thought he would recover. One of the French Captains was killed, and another lost his leg.

Most of our ships have suffered in their masts and rigging.

The following extract of a letter from an Officer on board his Majesty's ship the *Windsor*, dated Plymouth Sound, May 15, 1747, contains some particulars relative to this engagement, which do not appear in the official account.

This comes to inform you, that in latitude 43. 46. longitude 3. 50. W. on Sunday the 3d of May, at eight o'clock in the morning, we saw thirty-six sail of ships whom we supposed to be French, and indeed found them to be so. At two o'clock we took in two reefs in our top-sails, unslung the yards, knocked down all the cabins, and all the bulk heads, and cleared the ship for fighting, we being in chase with Admiral Anson, Vice-Admiral of the Blue, and Admiral Warren, Rear Admiral of the White, who had thirteen sail of the line of battle ships, &c. The wind N. E. our course south 31. and at half an hour past two, the Admiral made the signal for the line of battle abreast, observing that nine of the French brought to, and formed the line of battle on the starboard tacks, to engage. But at three o'clock, observing our superior force, they wore, and seemed to go away at large, with their larboard tacks at the cat-heads; upon which the Ad-

miral made the general signal to chase, and form the line of battle, without regard to seniority, and soon after, the signal to engage. At four o'clock we hauled down the small sails, and bunted the main-sail, and about half an hour after the Centurion began the engagement, being seconded by the Namur; but the former dropped astern after three or four broadsides, having his main top-mast shot away. By this time we came alongside the French Admiral of 64 guns, seconded by the Invincible, another French ship, of 76 guns, whom we engaged very close for an hour and a half; the French Admiral dropt astern, and would certainly have raked us fore and aft, had it not been for the Namur, who immediately poured a broadside into him; after the Namur, the Devonshire, Rear-Admiral Warren, clapt him alongside the Prince George, Vice-Admiral Anson, to whom he struck, having a great many men killed, his main-top-mast shot away, and hull, rigging, and sails tore to pieces. The Admiral having struck, the Invincible soon did the like, having his main-mast shot away, and his hull, rigging, and sails, much shattered by our ship, Rear-Admiral Warren, and the Defiance, who discharged several broadsides into him. It was in the beginning of the action that we lost the Captain of the Defiance, whose brave and gallant behaviour cannot be too much spoken of, and will certainly perpetuate to his memory a lasting monument of fame. After this, we made as much sail as we could after two French ships of war, who were trying to run away, but the sternmost was soon obliged to strike to the Namur and the Falkland. We pursued the Diamond, a French fifty four gun ship, obstinately, till we had him alongside, and the second broadside we gave him, he struck, his fore-mast being shot away, and his hull, sails, and rigging, very much damaged; this was the ninth ship that struck.

Never was a piece of better conduct than the French Admiral shewed, in drawing up five sail of the line of battle ships, and four sail of frigates, to fight thirteen sail of the line of battle ships, frigates, &c. in order that the convoy might have an opportunity of getting off; and, to say the truth, they all shewed their courage was not lost, for none of them offered to strike till their ships were so disabled that they could not work them. The Admiral sent Commodore Harrison and two more ships of force, after the remainder of the French fleet, who, we believe will bring a good account of them. At nine o'clock at night our fore-top-mast came down, being shot through ten feet above the cap. We had likewise several shot in our lower mast, and a great many in the hull, and two of our guns rendered unserviceable, by having their trunnions shot off. We fired above 600 great shot, and 400 weight of musket-shot. Our ship lost in the action Lieutenant Steward, of the marines, four more killed, and eighteen dangerously wounded.

The number of killed and wounded on board the British fleet amounted to 250, the loss sustained by the enemy was more severe, 700 being killed and wounded. The speech of the French Admiral, M. Jonquierre, on presenting his sword to the conqueror, deserves to be recorded; "*Monsieur,*" said he, "*vous avez vaincu L'Invincible, et La Gloire vous suit,*" pointing to the two ships so named, which had struck their colours, and were taken possession of by the English. Vice-Admiral Anson brought his prizes safe to Spithead, and when he appeared at Court after this victory, his Majesty was graciously pleased to say to him, "Sir, you have done a great service; I thank you; and desire you to thank, in my name, all the Officers and private men for their bravery and conduct, with which I am well pleased."

On board the French men of war was found upwards of 300,000*l.* in money, destined to pay their troops in America and the East Indies, which was put into twenty waggons, and conveyed to London, guarded by detachments of marines. On the first waggon was hoisted Vice-Admiral Anson's blue flag; on the sixth was the French Admiral's flag; on the twelfth was a Union Jack; and on the seventeenth was Rear-Adm. Warren's white flag. The treasure proceeded through the city of London to the Bank, where the money was lodged amidst the acclamations of a vast concourse of people. For these repeated services, on the 13th of June, Admiral Anson was rewarded by his late Majesty with a peerage, by the title of Lord Anson, Baron of Soberton, in the county of Southampton; and Rear-Admiral Warren was honoured with the Order of the Bath. On the 15th of July a general promotion of Flag-Officers took place, and Lord Anson was advanced to be Vice-Admiral of the Red; and on the 12th of May 1748, to be Admiral of the Blue. The same year he commanded the squadron that convoyed the late King to and from Holland, and ever after constantly attended his Majesty on his going abroad, and on his return to England. In April 1748, his Lordship married the Hon. Miss Yorke, eldest daughter of Lord Hardwicke (then Lord High Chancellor), who died without issue on the 1st of June 1761.

To return to the account of his Lordship's subsequent employments and promotions, In the month of July 1749, Lord Anson was appointed Vice-Admiral of Great Britain; and on the 22d of July 1751, was appointed First Lord of the Admiralty, in which post he continued (with a very short intermission) till his death. In the year 1752, he was appointed one of the Lords Justices of the kingdom, during his Majesty's absence in Germany, and had the same honour conferred on him again in 1755. That year, on the apprehension of a rupture with France, so active and spirited were his measures, that a fleet superior to the enemy's, was equipped and manned with amazing expedition; and hostilities having actually commenced, the vigilance of his

administration soon became conspicuous. With the single exception of the loss of Minorca, the British arms were every where triumphant; but that misfortune being attributed by popular clamour to some misconduct of the Board of Admiralty, Lord Anson resigned his seat on the 28th of November 1756, and continued in retirement till the beginning of July 1757, when he returned to his office, at the solicitation of Mr. Pitt, who a few days before, to the great satisfaction of the nation, had been appointed Secretary of State. This illustrious statesman was too well acquainted with Lord Anson's abilities and talents, to permit him to remain in retirement, at a time when his country stood so much in need of his counsels, judgment, and courage; he was accordingly, the clouds of prejudice and faction being blown over, recalled to his former station, which he held, without interruption, to the time of his death.

On the 1st of June 1758, being then Admiral of the White, and having hoisted his flag on board the *Royal George*, of 100 guns, Lord Anson sailed from Spithead, Sir Edward Hawke commanding under him, with seventeen sail of the line and five frigates, and by cruising continually before the port of Brest, he covered the descents that were made that summer, by the Duke of Marlborough and Commodore Howe *, at St. Maloes, Cherbourg, &c. On the 16th of July, Lord Anson returned with the fleet to Plymouth Sound, where he was joined by Rear-Admiral Holmes, with a reinforcement of six sail of the line, and four frigates. On the 22d of the month, he again put to sea, and continued to cruise off Brest till the middle of August, when he was joined by Rear-Admiral Saunders, to whom he resigned the command of the fleet, and returned to England.

His Lordship now continued on shore, sedulously devoting his time to the duties of his high station, as First Lord of the Admiralty. A series of the most brilliant successes attended his administration. The fleets of France were confined

* See Vol. I. page 11.

within her ports, or put to sea only to experience the most shameful defeats; her coasts were insulted by British squadrons, which made repeated descents, plundering her towns, and destroying her harbours and fortifications. Louisbourg and Quebec, in North America; Goree, on the coast of Africa; and Pondicherry, in the East Indies, the capitals of their possessions in those parts, yielded to the efforts of British valour. In short, to use the words of Voltaire, speaking of this period, *the English were victorious in every quarter of the globe.*

The last service performed by Lord Anson at sea, was the conveying to England the august personage who now shares the crown of these kingdoms, and who, for nearly half a century, in the dignified stations of wife, mother, and queen, has not for a moment ceased to possess the affections and veneration of a great, loyal, and generous people. On the 7th of August 1761, his Lordship hoisted the Union flag on board the Royal Charlotte yacht at Harwich, and being joined by a squadron of men of war in Yarmouth Roads*, proceeded from thence to Cuxhaven. On the 24th, her Majesty embarked on board the yacht at Stadt, and on the 6th of September landed at Harwich, after a tedious and stormy passage.

On his return from this very honourable service, his Lordship, whose health had been for some time on the decline, was recommended by his physicians to try the effect of the Bath waters, from which he was thought to have received benefit; but soon after his departure from thence, he was

* The squadron which convoyed the Queen consisted of the following vessels :

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Royal Charlotte (yacht),	10	{ Lord Anson, Capt. Peter Denis,
Nottingham	60	
Winchester,	50	Samuel Marshall,
Minerva,	32	James Halc,
Tartar,	28	Alexander Hood,
Hazard,	14	J. Knight,
Lynx,	14	Hon. Henry St. John,
		Hon. Keith Stewart.

suddenly seized with a violent indisposition, just after walking in his garden. After lingering a few days, he died, at his seat at Moor Park, in Hertfordshire, on the 6th of June 1762. By his will the bulk of his Lordship's fortune devolved to his sister's son, George Adams, Esq. who, according to his uncle's directions, assumed the name of Anson.

As an Officer and a man, the memory of Lord Anson is entitled to the utmost veneration and respect. As an Officer, he was cool and steady in the execution of his duty, of an enterprising spirit, yet patient under difficulties, and endowed with a courage that no dangers could dismay. He had the welfare of his country truly at heart, and served it with a zeal that has been equalled by few, and surpassed by none. Among the many services that will immortalize his name, his discreet and fortunate choice of his Officers was none of the least, as will readily be allowed, when it is mentioned, that Sir Charles Saunders, Captain Philip Saumarez *, Sir Piercy Brett, Sir Peter Denis, and Lord Keppel, were his Lieutenants in the Centurion. As a man, he was warm and steady in his friendships, and particularly careful of the interests of those whom he had taken under his protection, if they continued worthy of his patronage. In his disposition he was mild and unassuming, and could boast of no great acquaintance with the world †, but on professional subjects his judgment was quick and comprehensive; and Mr. Pitt allowed him to be one of the ablest colleagues of his glorious administration. Of good fortune no man had a larger share than Lord Anson, but it should be remarked, that scarcely any man deserved it more; his successes were not the result of blind chance, but of well-concerted and well-executed designs. On the whole, we may safely pronounce our hero to be one of the most illustrious characters that our Navy has produced, and one whose name will descend with honour to the latest posterity.

* For a short account of this gallant Officer, see Vol. VI. page 29.

† Vide an anecdote of Lord Anson, p. 60.

SOME ORIGINAL ANECDOTES OF
PETER THE GREAT,

*And the Story of the Ship's Boat, which gave his late Russian Majesty,
PETER ALEXOWITZ, the first thoughts of building the Russian Fleet.*

THE Russian History is exceedingly difficult to trace, because no history takes notice of any actions till after the time of Duke Ruric, who died anno 879. Chiverius indeed is quoted, who relates from Greek historians, that Igor, Great Duke of Russia, crossed the Euxine Sea with a fleet of 15,000 vessels, to attack Constantinople, but these are agreed to be only cock boats, and of no naval consequence; and it is also further agreed, that Duke Uladimir was too much engaged in establishing religion to regard navigation, and was blamed for the division of his country into twelve dukedoms for the sake of his twelve sons; but the disturbances this impolitic division made were soon quieted by the Great Ruaze or Prince Ivan Basilowitz, who re-united these dukedoms, and reduced them again into one body. His success by land gave umbrage to the maritime powers, lest such an enterprising Prince should make any attempts by sea; and therefore, in a congress at Lubeck, the subjects of foreigners were forbid to come into Russia, to teach navigation or ship building, though the Prince seemed to have no views that way, his whole time being taken up in making conquests by land. The death of Borise Godunoff concluded the succession in his line; and, after an inter-regnum of some years, it came to the family of the Emperor Peter the Great.

1. His grandfather, Czar Michael Theodorowitz, who quelled the civil dissensions of the country, and guarded against the incursions of the Tartars, had no thoughts of building ships.

2. His father, Czar Alexie Michaelowitz, not only confirmed the strength of the dominions his father left, but advanced upon his neighbours, enlarged his territories, and extended his thoughts also towards the sea; yet in this he made but a very slight progress, having only built a small vessel called the Eagle, and one yacht or galliot, in the river Wolga; and his farther designs were totally defeated at Astracan by a quarrel amongst the Hollanders, who built and had the care of these vessels in their way to the Caspian Sea. The Captain being killed, some fled to Persia, and from thence to the Indies, and only two of the whole company, a surgeon and a carpenter, returned to Moscow to relate the disappointment.

So that Czar Peter Alexiewitz truly began and perfected a fleet, the story of which is thus related.

His Majesty, when yet a youth, was walking in the flax yard, at Ishmaeloft (an old seat of the family near Moscow), and passing by the magazines, where some remains of the household furniture of Niketa Ivanowitz Romanoff, his great uncle, were laid, he spied amongst other things a small *foreign vessel*, and his curiosity not suffering him to pass it by without an enquiry, he presently asked Francis Timerman (who then lived with him, and taught him geometry and fortification), what sort of a vessel that was? He told him it was an English boat. He then asked how they made use of it? He was answered, that it was made use of by ships to bring and carry goods. His Majesty then asked in what it was preferable to the Russian vessels? (for he observed it built in a fashion better and stronger than theirs,) Timerman answered, that it goes with a sail, with the wind, or against it; which made him greatly wonder, and, as though not credible, raised his curiosity to see a proof of it. The Czar asked Timerman, was there such a man as could refit the vessel and shew it to go so? and hearing that there was one, being overjoyed, he required him then to find him out, upon which Timerman sought out a carpenter, Carsters Brand (who was sent for by the Czar's father from Holland to build ships in the Caspian Sea as before mentioned). Then did the seed of the Czar Alexie Michaelowitz begin to sprout. Carsters Brand a long time despairing of employment in his own way, had hitherto subsisted himself by joiner's work, and, contrary to his expectation, being called to work at his first trade, he very willingly repaired the boat, made the mast and four sails, and sailed up and down the river Yause * in his Majesty's sight, which was yet a great wonder to the Czar, and pleased him exceedingly. Who at that time would have imagined that the amusement of his Majesty would ever have been improved to greater purposes, and not have been laid aside as an entertainment of his youth? But this monarch was so particularly remarkable in all he did, that the very pastimes of his childhood were esteemed as transactions of moment and weight, and appear worthy to be recorded in history. He pursued such diversions in his childhood as led him, and many other great personages before him, to future great exploits. His pleasures were to build forts moated round; to draw up battalions as in a real engagement with an enemy, offensive and defensive; and so the said boat did not only serve for play and pastime, but gave occasion for his building a great fleet.

* A small river that runs by the suburbs of Moscow, wherein the English and Dutch merchants dwell, and falls into the Mosqua a little above the city.

But to return to the story, his Majesty was not content to see the sailing of the boat, but coveted himself to go in her, and steer her; and because he had observed the boat not to answer her helm, but often to strike against the bank, he asked the above-said Carsters Brand the reason of it, who answered, because the water was narrow and she had not sufficient way; then his Majesty ordered the boat to be carried into a water called the *Prussian Pond*, but this was nothing better, and his desire was so inflamed that it hourly increased, and he resolved to carry it into a larger water, and the lake of Perestave was mentioned to him as the nearest; he wished to fly thither, but an accident intervened to retard his journey. His mother, the Czarina, being heartily solicitous for the safety of her son, endeavoured to dissuade and divert him from his intention, yet with a deference and respect to his sovereign dignity; on his part he so comported himself to her will, as if he had been regardless of his own power and dignity. Here was the difficulty; to desist from his intended journey towards the lake, his strong bent of mind that way would not permit, and yet to proceed, without his mother's approbation, his filial affection forbade him, and all the scruple was about her Majesty's consent in an undertaking, at least in opinion, dangerous. However his eager desire to effect his purpose, made him very thoughtful to bring it about. Under the pretext of performing a vow in Trinity monastery, he prevailed upon his august mother for an opportunity of making this journey: hence it is manifest with what an ardent zeal for the public good, this monarch was inspired.

After his Majesty had taken a full view of the extent of this lake, he then instantly and openly intreated his mother to build there a house and vessels; and so the above said Carsters Brand built two small frigates and three yachts, wherein his Majesty diverted himself a few years; but afterwards he thought this too small a water, and designed to go to the Lake Cubins, which is large and extensive, but not deep enough. It was then he fixed his resolution to visit a water large as his desire, and that was the sea itself; but motherly care again obstructed his design, and often represented this as a voyage dangerous and troublesome, but such was the impulse of the son's spirit, that it could not be restrained or diverted, and she saw him immediately resolved, notwithstanding all the dissuasion she had used.

Therefore, in 1694, his Majesty visited Archangel, and from thence, in his own yacht, called the *St. Peter*, he sailed to Ponoia, in company with English and Dutch merchants ships, under convoy of one Dutch man of war, commanded by Captain Jolle Jolson.

His Majesty was delighted with this voyage so much at large, but did not stop here; he therefore bent his thoughts wholly towards

building a fleet, and when in his invasion of the Tartars, he had laid siege to Asoph, and happily taken it, he then in prosecution of his purpose, which was unchangeable, thought not long about it, but put it speedily in execution. A fit place for building ships was found in the river Veronez, near a city of the same name : masters were sent for from Holland, and in 1696, a new work was begun in Russia, the building of great and noble ships and gallies, and other vessels ; and to make it lasting in Russia, he contrived to bring the art itself into his own nation, and to that end, sent great numbers of his nobility and gentry into Holland and other dominions to learn ship-building and navigation.

And what is most wonderful, as though this monarch was ashamed to be outdone by his subjects in this art, he made a tour to Holland himself, and, at Amsterdam, in the wood yard called the Ostend Wharf, he wrought with other volunteers in the ships, and in a little time made that proficiency as to pass for a good carpenter ; after this he desired John Pool, master of the yard, to instruct him in the proportions of a ship, which he learned in four days.

But because in Holland, this art was not taught perfectly in the mathematical way, but only some few principles of it, and the rest must be acquired by long practice and experience ; and the above said master told him they could not demonstrate this in lines, it gave him great uneasiness that he had undertaken so long a journey for that purpose, and had failed of the end he so much desired.

A few days after it happened that his Majesty was at the house of John Theesing, a merchant, where he sate in company very pensive for the before mentioned reason, and when in the course of conversation, he was asked the cause of his melancholy, he then declared his reason for it. An Englishman in company who heard this, told him that in England, this kind of structure was in the same perfection as other arts and sciences, and might be learnt in a short time. His Majesty was glad to hear this, and therefore in all haste went to England, and there in four months time finished his learning, and at his return brought over with him two master ship builders, John Dean and Joseph Noy *, and now it appears to have been an occasion not a little remarkable, since there is a complete fleet in Russia, and the Czar himself was a *master ship-builder*, as he proved in fact †, by appointing

* Baron Huyssen, Counsellor in the College of War, in the History of his Majesty's Life, says, that his Majesty perceived the method and manner of building ships in England to be more regular and much better than that in Holland, and was often heard to say, that had he never gone to England, he had still remained ignorant of the art.

† For as soon as he returned from England he went down to Veronez, whither he carried the two English builders, Dean and Noy ; the first soon

another place for building ships in the royal city of Petersburg, which he founded. What a multitude of great ships and gallees and other vessels of every kind are here built regularly and beautifully, we have no occasion to relate, but to all rejoice and wonder. And because a fleet, to enable it to succeed in expeditions and engagements, requires some formal regulation or a rule, without which winds and sailors are useless, this most wise monarch set himself to this work, and partly from his own judgment, and partly out of the regulations of foreigners, he collected the excellent rules which he formed into a book. And thus has he, as it were, breathed a living soul into his own material creation, and thence we have seen, by the blessing of God, those happy successes in every part of the Baltic, where he made prizes of a great many ships of his enemies; with unusual success took the Swedish Rear-Admiral and his squadron, and subdued the great kingdom of Finland, which by land was never to be come at by reason of the difficulty of the road to it, and in 1719 passed, by a descent on Sweden itself, and gave them such a defeat as concluded in his great advantage and triumph.

To show farther in an instance very remarkable, the passion his Majesty had for his little boat, I presume to add the last token of his regard for it, whereby he seemed desirous to perpetuate its remembrance as the first occasion of his naval proceedings and exploits.

This very boat was brought from Moscow to St. Petersburg in 1723, repaired and beautified, in order to make her last and most glorious appearance on the 12th of August, which we shall give a short account of, from one who had an opportunity of seeing the transaction. In the month of June in the same year, his Majesty sailed to Revel with his fleet and returned to Cronstadt, in the be-

after desired a discharge, which was granted, without giving any proof of his art. The Czar himself and Noy received orders from the Lord High Admiral, Theodore Golovin, to build each of them a man of war. The Czar having taken upon himself the title of a master ship-builder, was pleased to subject himself to the condition of that character, and in compliance with that order gave the first proof of his skill in the art which he had acquired abroad, and continued afterwards to bear that title, and had at all times, notwithstanding his great engagements in other affairs, one ship upon the stocks, and at his death left one ship half built, one of the largest in Europe, 180 feet long upon the deck, fifty-one broad, and twenty-one deep, and mounts 110 guns, and is by relation one of the finest bodies that has ever been seen, as were indeed all the rest he built; he himself drew the draught of this great ship at Riga, where was no master ship-builder but himself, and when he returned to Petersburg, he gave the Surveyor an account that he had drawn his draught of the great ship, which he had orders to build from the Surveyor's office, and according to the regulations of the Navy presented his draught to be examined.

beginning of August, at which time a great number of yachts and brijers, about 200, and one galliot, were ordered to meet him there, and attend on the famous little boat above.

After this fleet was arrived within half a league of the place with their charge, they had orders to cast anchor till the nine flags, in so many pinnaces, came up to pay their respects to the mother of their great fleet! A small parent indeed of so large a progeny! At the return of the flags, the yachts, &c. weighed anchor, and went into the haven, save the galliot which bore the venerable matron, that lay off at sea, till the day of the grand solemnity, which was received with uncommon ceremony. For the Czar a second time made her a visit with the flags alone, launched her, and graced her with his Imperial standard, his own person steering, the great Admiral, and two other Admirals, rowing, with the Surveyor of the Navy, Ivan Michaelowitch Golovin.

At her launching, the Great Admiral fired seven guns, as a signal to the whole fleet, consisting of twenty-two men of war of the line, to fire at once. Then away she came, and as she sailed by each ship was saluted by all the cannon; after she had passed the whole fleet, and rowed into the haven, the dutiful children paid the last compliment to their mother with one general salute of their cannon. Then came on dinner time, and in the evening the Court and Flag-Officers rendezvoused on the edge of the haven, and closed the evening with merriment, &c.

A few days after the boat was brought back to St. Petersburg, and laid up in the castle, where she is taken the greatest care of, and may be seen at the present day.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

ANECDOTE OF A BRITISH SAILOR.

THE following anecdote is related of a British sailor at the attack of the Helder, the authenticity of which can only be ascertained by those who were present; it is however truly characteristic of these intrepid fellows when on service and in the face of an enemy.

This man was one of the detachment of seamen sent on shore to assist in drawing the artillery up the beach. The party employed on this service was covered by a body of grenadiers, one of whom having dropped, Jack started from his gun, and examined the body, exclaiming with an oath, that he was a dead man, he said he would take his

place; and having stripped off the grenadier's belt and cartouch box, and equipped himself therewith, he seized his firelock, and began loading and firing at the enemy; he discharged his piece six times, at each time bringing down his man. At length he dropped himself, and was carried on board the hospital ship to be amputated, having received a ball through his knee. This was not all; he was told that he must be brought to trial for having deserted his post, and taken upon him a task out of the line of his duty. "But please your honour," (replied this gallant fellow), "I killed six of them." "That may be," said his Captain, "but you flew from your quarters." "Then please your honour," rejoined Jack in the simplicity of his heart, "forgive me this once, and I will kill no more of them."

ANECDOTE OF ADMIRAL BLAKE.

[From SCHOMBERG'S *Naval Chronology*.]

VAN Tromp passing Dover roads without paying the honours to the flag, Blake ordered three guns to be fired without shot, upon which the Dutch Admiral returned a whole broadside. Blake at this time was in his cabin drinking with his Officers, when the shot broke some of the windows, upon which he exclaimed angrily, "he took it very ill in Van Tromp, that he should take his ship for a bawdy-house and break his windows."

A RELATION OF THE WONDERFUL PRESERVATION OF EIGHT MEN, WHO WERE ACCIDENTALLY LEFT IN GREENLAND.

[From LEDIARD'S *Naval History*.]

THE account we have of this very extraordinary event was written by one Edward Pelham, who was one of the number. We have it at large in the collection of voyages, and an abridgment of it in the Appendix to Harris. I shall, for brevity's sake, only collect some of the most material circumstances. It was about the middle of August that these men were sent ashore by their Captain (who was a whale fishing), upon the coast of Greenland, to hunt for some venison for the ship's provision. Having very good success, they killed, in two days time, above twenty deer, and the third, embarking themselves and their game, in their shallop, they found that their ship had been obliged to put to sea, to get clear of the great shoals of ice, which were already driven upon the coast. Upon this, they threw their venison overboard, and made all the haste they could to Bell Sound, which was then the rendezvous of all the English ships then in Greenland. Having unhappily missed their point, by the obstinacy of one of their number, who affirmed it to be more to the southward than it was,

and discovering too late their error, at their arrival there, they found all the ships had sailed to England.

They were now left in a country destitute of all things necessary for human life, without clothes to protect them from the rigour of the most frigid climate, having no food of any sort to subsist on, or if they had any, no fuel to dress it. In this distress, they immediately took a resolution to use their utmost endeavours, at least, for their own preservation, and not to give themselves up to despair. They, therefore, agreed to take the next opportunity of fair weather, to go to Green Harbour, which affords great store of deer, to kill what venison they could for their winter provision. Accordingly, arriving there the 25th of August, they went the next day to a place called Cole's Park, about two leagues distant from Green Harbour, and returned that night with seven deer and four bears.

That day's success encouraging them to make a second voyage to Cole's Park, spying some deer upon the side of a hill, on their way thither, they there went ashore, and killed twelve deer, besides several bears, with all which they returned to Green Harbour. There they loaded another shallop, which had been left there by the ship's company, with the greaves of the whales that had been boiled that year, and two days after set out for Bell Sound, to which place the convenience of a vast tent, or shed of boards, erected for the lodging and accommodation of the coopers, &c. invited them to take up their abode for the approaching winter. In their way thither they were benighted, and having hauled up their boats, and fixed them as well as they could, they got ashore to seek some shelter against the rigour of the cold. But the next morning they found their boats driven from their places, and a great part of their venison washed overboard, and cast ashore.

The 3d of September, having a clear day, they picked up their venison, and launching their boats, got safe to Bell Sound, where being arrived, they applied themselves with all possible diligence, to make as good provision as they could for their subsistence, during the winter season, in that place.

The great shed, I mentioned above, was eighty feet in length, and fifty in breadth; and not far from it, there being another, of a more narrow compass, they pulled down the latter, to get materials for building a little habitation for themselves, within the great shed, which having finished, and made a very warm sort of a chamber, of twenty feet long, sixteen broad, and ten high, by the means of about a thousand bricks, five casks of lime, which they mixed with sand, and so made mortar, and good store of boards and rafters, which they found in the little tent they had pulled down. They afterwards made

four little cabins to lie in; their beds were the deer-skins dried, which they found to be very warm and useful to them in their great distress; and as for firing, they made bold with some hundreds of empty casks, which they found in the tents, besides several old shallops, which had been left there by the fleet.

Their case was very lamentable for several months, they being in continual fear of starving for want of food; because they found, that what they had was not near sufficient for their maintenance, till the arrival of the fleet, and had no hopes of getting any more in that country. They were, therefore, forced to reduce themselves to three meals a week, on bear and venison, and the other four days to feed on the unsavoury and mouldy fritters and greaves of whales, which had got spoiled too by the wet they got. And for an addition to their misfortunes, they began at the same time to lose a sight of the sun, which did not appear to them, from the 14th of October, till the 3d of February, all their day being a glimmering sort of light, which lasted but a few hours, and from the 1st to the 20th of December, did not appear at all.

With the new year the cold began to be so very excessive, that there being no possibility of finding any water below the ice, as before they had done, all the drink they had, from the 10th of January to the 20th of May, was melted snow. The extremity of the cold likewise raised blisters upon their bodies, as if they had been burnt.

By the last of January, the days being prolonged to seven or eight hours (by the sort of glimmering light, as I have mentioned above), they began to take a little heart; but viewing their provisions, and finding, that even at the miserable rate they then lived, they could not last above six weeks, it put them once more upon very melancholy reflections. At length the weather beginning to be tolerably fair, and the wild beasts now appearing, beside a seahorse or two, which they killed, and seven or eight bears, they caught above fifty foxes in traps, thirty fowls as big as ducks, and about sixty of another sort, as big as pigeons. By this means they lived much better than they had done before, taking sometimes two or three meals a day.

The 25th of May, two ships arriving in the sound from Hull, the master of one having heard that some men had been left, sent ashore some of his crew, with orders to haul up their boat, and walk over the snow to the great shed, to see whether they were yet alive. They were just about to go to prayers in the inner hut, and only waiting for one of their number, who was doing something in the outward shed. The Hull men upon their approach, cried *Hey*, and

were immediately answered by the man in the large shed, *H.* The other seven hearing this (and probably, according to the manner of sailors, forgetting their prayers when out of danger), run out, and after welcoming these new-comers, carried them into their hut, and entertained them the best they could, that is, with a piece of venison roasted four months before, and a cup of cold water.

They then went on board one of the Hull ships, where they staid till the London fleet arrived, with whom returning home, they were gratified and rewarded by the Muscovy Company, in whose service they had endured so many hardships.

DESCRIPTION OF A MACHINE CALLED THE INFERNAL, WHICH
WAS USED AT THE BOMBARDMENT OF ST. MALOES, 1693.

THE vessel was a new galliot, of about three hundred tons. In the bottom of the hold were placed above a hundred barrels of gun-powder, covered with pitch, tar, brimstone, rosin, tow, straw, and faggots. Over these was a row of thick planks and beams, with holes pierced through them, in order to communicate the fire from above; and upon them were placed three hundred and forty carcasses, or rather chests or mortars, filled with grenades, cannon balls, iron chains, fire-arms, loaded with ball, large pieces of metal wrapped up in tarpaulings, and other combustible matters. They were open in six parts, like six mouths, to let out the flames, so fierce as to consume the hardest substances, and not to be quenched, but by hot water, as was upon trial observed. The design was to have fastened it to the town wall, and it was not doubted, but if it had taken its effect, the town would soon have been one heap of ruins. It was rent in before the wind, and was at the very foot of the wall where it was to be fastened, when a sudden gust of wind drove it off, and forced it upon a rock, where it struck, near the place where it was to have blown up. The engineer perceiving it begin to burst, had time to set fire to it before he retired; and it did indeed blow up soon after; but the carcasses, which were to have done the greatest execution, being wet with the sea water, did not take fire. Yet the shock was so terrible, though at some distance, that it threw down part of the town wall, shook every house in the town, and overthrew the roofs of above three hundred, which were the nearest. The capstan of the vessel, which weighed above a ton, was thrown over the wall, on the top of a house, which it beat down.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE profitable information derived by professional men in perusing the NAVAL CHRONICLE, must at all times form one of the chief pillars of its support.

The heaving down of a ship of war ought to be considered as a mechanical operation, since there are so many circumstances attending the process, which may not be expected as forming a part of the necessary qualification of an Officer.

A British ship of the line having been hove down and repaired in a French naval arsenal, is a circumstance that so seldom occurs, and the method so little known, that I have thought it proper to submit the enclosed paper to your notice, which if you think should be entitled to a place in your publication, I shall be amply compensated for any trouble I may have taken in the execution of it.

I am, Sir,

Your very humble servant,

WM. ELLETON KING.

Margaret street,
Oct. 1, 1802.

An Account of the Preparation and Process of heaving down his Majesty's late Ship the Courageux, in the Arsenal of Toulon, October 1793. With Observations, by Lieutenant WILLIAM ELLETON KING, of the Royal Navy.

AT the time of the Courageux being in the arsenal of Toulon, for the purpose of repair, the late Captain I. Matthews had the command of that ship, and no doubt planned some of the arrangement for heaving her down, being an Officer well known for his ingenuity.

As I had never seen any ship hove down before, and having had the honour of belonging to the Courageux at that time, I was anxious, from a motive of curiosity, of remarking every thing that occurred as to the preparation and process of this undertaking.

The French do not heave their ships down to a wharf, but to a hulk constructed solely for that purpose, which is generally a small ship of the line cut down, and the hold provided with a great quantity of iron and shingle ballast.

In the midships of the spar-deck of this hulk, are placed the capstans to which the purchase falls are brought, and so contrived that

they lead down to the between decks, through scuttles cut for that purpose, which place being appropriated to that purpose, will cause little confusion on the capstan-deck, where the men lay in at the bars for heaving.

The ship, when perfectly cleared, was warped and lashed to this hulk for to be hove down on her larboard side.

The inside and outside of the sides of the ship, whales, and topsides, were well caulked; the scupper and port rope holes were plugged up and pitched over, as were all the bolt-heads and other places that appeared any way suspicious of leaking.

Broad pieces of oak of half a foot thick, were placed abreast of the main-mast on the quarter-deck; this was intended for a bedding, on which the heels of the spar shores were to rest and be secured after the heads of them had been properly placed against the mast.

Beddings of large oak pieces were laid on the upper and lower deck, abreast of the mast, on them were placed a double tier of shores, wedged and secured with brace pieces and cleats to enable the decks to support the heavy pressure of the mast shores when in the act of heaving down.

Beds and deck shores were placed for the fore-mast, in the same manner as the main.

The masts were brought close over to the partners, and the star-board rigging well set up.

The upper deck ports were closed up with double pieces of deal, caulked and pitched over.

It was thought advisable not to caulk in the lower deck port-leads, probably on the account that it may have occasioned their leaking afterwards. The ports were closed in, in the same manner as those of the upper deck.

The gunroom ports and hawse-holes were left open; part of the quarter-galleries taken down, the entrance of which were filled in and caulked.

From the *Courageux* being French built, and consequently wall-sided, two breadths of thick deal were annexed to the gangways to remedy the supposed inconvenience of water getting into the waist, when the ship was hove keel out.

Two spar shores, one of fifty French feet, were placed against the main-mast, the heads of which were fitted on a mat doubly lashed and wedged to prevent them from slipping. The other spar shore measured forty-three French feet; the heels of them rested on the larboard bedding on the quarter-deck, well lashed and secured.

The fore-mast had two spar shores, one of forty-three French feet, and the other of thirty-eight, fitted in the same manner as those on the main-mast.

The ship's rudder was unhung.

In the enclosed part of the manger, many shot were placed as a weight, to bring the ship more by the head, and to facilitate the process of heaving down.

The fifth, sixth, eighth, and ninth ports on the lower deck were left open, they were doubly bolstered, and secured with strong cleats on the outside, battened under the lower part of the channel wale.

To add to the security of the shores and rigging, and to take off from a great part of the heavy strain, that the decks and the larboard side of the ship must inevitably be subject to, strong pendants (of the dimensions of the ship's stream cable), were brought into the above mentioned bolstered lower-deck ports, after the eyes had been placed over the mast-heads, the ends of which were set up with double purchase tackles brought round the lower deck beams (the deck being scuttled for that purpose), and spanned into each other. For the fore-mast, the second, third port, and the hawse holes (bolstered as before), strong pendants were brought into, set up, and belayed round the bit-heads.

The main-mast had four-fold purchase blocks, two of which were placed and lashed to the mast-head, the other two about ten feet below the hounds. The purchase tackles were six-inch and not hawser laid.

The fore-mast had three of the same, one to the mast-head, and two seven feet below the hounds.

The mizen-mast was not used in this process, but the rigging well set up.

As soon as the people began to heave away in the hulk, and the ship's side far enough to admit of a floating stage, proper people attended to every suspicion of complaint as she went down, provided with pitch, tallow, oakum, boards, and saw-dust; the latter was introduced in a net fixed to a long pole, under water, and applied to particular parts, in case of any leaking.

The greatest strain was observed on the purchase-falls when the upper deck ports were touching the water.

Four pumps were constantly used at the time of heaving down, two of which were step'd in tubs on the footling over the floor head, and worked on the upper deck. Two more were fixed on the orlop deck, which worked on the lower deck. The first two acted until such a time as the ship was keel out, when the floor-pumps ceased,

and those of the orlop came into play, and kept the ship entirely free during the time of repair.

The time of heaving the purchase-falls taught, to their being secured, and the ship keel out, was one hour and forty minutes.

The ship when hove down, was two feet four inches by the stern.

I observed in heaving down, that the main-purchase tackles acted almost independantly of the fore ones, which sufficiently accounts for the ship being keel out of the water aft, almost as soon as forward.

When the new keel was put on, in order to caulk the seam next to the water, the French had a machine like a punt, about ten feet long and four wide, being three feet six inches deep, at each end was a partition about one quarter the length, filled with shot, to bring this machine down within six inches of the water, being well caulked inside and out; the vacancy between the end partitions are where the men stand who are to caulk, which they do with much ease and dispatch, having people with ropes to haul the machine under the ship's bottom, &c.

Eighteen days did the ship remain keel out on her larboard side without being righted.

The ship being righted at the expiration of the above time, the process for heaving the ship down on her starboard side commenced. The shores were removed to that side, and the larboard rigging set up. The lower-deck ports were closed up, and the opposite ones opened to receive the pendants, and the purchases shifted. The preparation and process were exactly the same as performed on the other side of the ship. The starboard side of the ship was brought to the same side of the hulk which she was before hove down to, and the process commenced. The ship hove down easier and better than before, and the greatest strain on the purchase-falls were observed to be when the ship was down about a foot higher than the uppermost part of the lower-deck ports. The ship remained not quite two days in this situation, when she was righted she appeared to have a small list to port.

Much danger may probably be supposed when a ship of the line is suffered to remain keel out of the water for the space of three weeks. The different falls consequently give more or less, and do not bear the same strain with each other when hove down for that time without being righted. This case cannot exactly be applied to the *Courageux*, that ship being hove down by two masts, in a bason of water not subject to a tide.

There are many circumstances in the repair of a ship that may not admit of her being righted when it shall be thought necessary so to do;

therefore judgment cannot at all times be exercised on this point; to remedy this inconvenience the falls should be particularly attended to, and if there should not be the smallest tide in the place, a current will sometimes make a rise and fall of water, and this observation should be the more attended to when ships are hove down to a wharf, and which in this latter instance will require before right, that some inches of the different falls should either be hove on or come up at discretion.

An inconsiderable rise and fall of water has very often been observed in the arsenal of Toulon.

STRATAGEMS TO BE USED AT SEA.

[*From Sir W. MONSON's Naval Tracts.*]

1. **A** FLEET that is bound to a port, and fears to meet an enemy, may avoid him by this stratagem following: besides such pinnaces as must be sent to look out the ships expected, to give them warning of an enemy, they ought to have other pinnaces, choice sailers, that should attend the enemy's fleet, and finding they lie in a height, the others have order to sail in, to draw near them, and to entice them to chase them; and in pursuit of them, they will be drawn to leeward, and give passage for their fleet's entrance.

2. But if this prevails not, they may cause one of their pinnaces to be purposely taken to deceive them with false instructions; as for example, if their fleet have order to come home in thirty-seven degrees, the enemy finding those directions, will not suspect a deceit, but will stand into thirty-seven degrees, while the others will come home in thirty-six, the height formerly assigned them, and so avoid them.

3. Or if a fleet be sent out for guard of those ships expected, and not so good of sail as their enemy, to force them to quit their coast, it were better such a fleet should lie in a contrary height to that their ships have directions to sail in, than otherwise; for the enemy finding in what height they lie in, will verily believe they have orders to come home in the same height, and will strive to meet them in that height, before they shall join together, when the others have directions not to come within forty or fifty leagues of them.

4. If fleets shall meet in the night, or after an encounter they forbear fighting when it is dark, and one of them have a desire to quit the other, they may cause so many lights as usually their Admiral, or other ships, carry in the night, to be carried by pinnaces at such a height as may equal the poops of their ships; and the enemy accompanying those lights, will not suspect the flight of the fleet, who in

the mean time may convey themselves away, and leave only the pinnaces behind them.

5. If a fleet will deceive an enemy of a less force, that is so far to windward, that they cannot fetch them, they may do it with counterfeit flags, and working like merchants' ships; and for a bait, may appoint part of a fleet to chase another astern, and the chaser to wear the enemy's colours.

The ships must shoot, but miss one another, which they to windward spying, will come home in hope to have part of the booty, and so be brought into the wake of the fleet, and entrapped.

6. This stratagem will serve as well for a road, to cause in the like manner one ship to chase another, as though she that is chased laboured to recover the road, and a flag seeming to be a friend, may embolden them to go forth to the rescue of her, and so fall into the laps of the enemy.

7. People are not so easily deceived with counterfeit flags as they have been, for the often practice of such stratagems, makes men more cautious; we were wont to make it a common custom, after we had taken a Spanish caravel, to clothe our men with the other garments, and to send them into the harbours of Spain to be informed of the state of their shipping.

8. In 1587, the first time I went to sea as Captain, I had two pinnaces, and one Spanish frigate with me: the frigate took a Portuguese, and after was robbed herself by a French ship of war; out of necessity this frigate was forced into the harbour of Setuval in Portugal, and the people seeing her Portuguese built, and the men attired in the habits of the Portuguese they had formerly taken, and having a Portuguese aboard with them, that came out of England, and whom they trusted, they were supplied with what they wanted from the shore, and departed without suspicion.

9. One night I came into the road of Cezimbra, pretending to be a Fleming bound to Setuval to load salt, and desired a pilot; under which colour I deceived the pilot, and divers boats and barks that came aboard me, by whom I understood the state of the fleet at Lisbon, ready to set to sea in pursuit of me. I could recite many stratagems of this kind.

10. If a fleet intends an attempt upon a harbour, where a strong fort may impeach their entrance, by example of Lisbon, and the castle of St. Julian's, the stratagem is to set two or three old vessels on fire, fitted with all manner of necessaries to make a smoke, and to run them ashore under the castle, that the gunners may not see a ship, much less have any aim at them, and so they may pass without danger.

11. What stratagems may be used against such ships as are entered a harbour, and how to prevent it, I have expressed in the second book, where I have treated of the last expedition to Cadiz, in 1625.

And because I have named Lisbon, I will set down a stratagem I had in my mind after my imprisonment there.

12. Both many years before and after I was a prisoner in Lisbon, the Hollanders had a free trade into all parts of Spain, which I took advantage of in this stratagem following:—I devised that twenty Holland ships freighted with merchandize, under the colour of merchants, should repair to Lisbon, and that every ship should have a number of men secretly hid in them, and when they came to anchor at Belem, which they generally do, and are viewed by the King's Officers, these men should not appear; and after their discharge from Belem, I had ordered that every ship should ride as near the king's palace at Lisbon as conveniently they could; and that in the night when there was no suspicion of them, and the galleons had no more men on board than the ship-keepers, the Hollanders should sheer aboard, possess, and burn them, for they were sure to find no resistance; after this was done there was no fear of their coming out, for it is an ordinary thing for ships to pass Belem in despite of the castle.

13. If a ship falls into company of a fleet at night, it is necessary to have a sudden and a ready answer, as also two or three of the nation to speak as they shall be directed; as for example, and as you shall read in my last voyage in the Queen's time, how in the night I lighted amongst twenty-four galleons of Spain, and being so nigh the Admiral I could not avoid her, had I been known to be an enemy; I commanded a Spaniard that served me to call the Admiral, and tell him there was a strange ship entered amongst our fleet, which of all others he could not suspect mine, because of the warning I gave him; and in the mean time I tacked from him, and so escaped in a secret manner, making no noise.

14. In the island expedition I met the Indies fleet, and it blowing little wind, I went off in my boat to destroy them; when I perceived what they were, I made myself and ship known to them, urging them to pursue me, which if they had done, I had brought them into the wake of my Lord of Essex and his fleet, from whom I departed but three hours before, where they had been taken, and the state of Spain utterly destroyed.

15. It is a common use when ships are scattered, and chance to meet in the night, not knowing one another, to hail one another in a strange language, which I disapprove as a thing dangerous; for the other being satisfied by his tongue, not to be his consort, or of his

country, prepares to fight, and thus it had like to fall out with me; the *Mary Rose* and I meeting one night, after we had lost company, one of my company hailed her in Spanish, without my privity, whereat I was angry, and caused her to be called to in English, even as she was giving fire to her broadside. It is folly in this case to counterfeit, for no good can come of it, seeing the one cannot part from the other, without knowing what they are.

16. The signs that direct a fleet in the day time, are striking or hoisting the top sails, showing their flag, or shooting their ordnance; by showing lights in the night, many times I have known when a ship hath lighted in company of an enemy, that by chance she has made the very same sign given by the General, by which means she has escaped, and in the like manner ships have been taken by the same fortune; therefore there cannot be a better stratagem, than when a ship shall make a sign, to be answered by the same, and the contrary ship begin a new sign, before the other make any, for it is not to be doubted but the other ship will answer every sign that shall be made by her that makes the first.

17. I once knew an unlikely stratagem take good effect, in this manner:—after three days chase of a rich ship, my Lord of Cumberland was out of hopes of fetching her up, she was so far to windward, only a pinnace kept her company, and in the night carried a light for us to follow. I advised my Lord to fire a culverine at her, though we could not fetch her at twice, saying, that perhaps she would yield to the countenance of the ship, that would not for shame do it to a pinnace. This seemed ridiculous, and I had much ado to persuade my Lord, yet upon my importunity he yielded to it, and the ship, as I foretold, submitted herself.

18. A ship that is chased, and desirous to show fear, thinking to draw her that chases into her clutches, must counterfeit and work as if she were distressed, and lie like a wreck into the sea; she must cast dregs, hogsheds, and other things overboard, to hinder her way; she must show no more men than an ordinary gang, and haul in her ordnance, and shut her ports, that her forces be not discerned till the other ship come within command of her.

19. As ships ought to observe their Admiral's working in the night, by his light, so ought they to be more careful when they are nigh a shore, lest they mistake a light on land, instead of their Admiral, by example of 1597, when the *Adelantado* drew down his fleet from Lisbon to the Groyne, and coming nigh the North Cape, the greatest part of the fleet steered with a light on the shore, mistaking their Admiral, and cast away thirty-six ships and 5000 men.

20. As lights direct one another at sea, so they are directors of ships from the shore, as I can instance in many cases, some of which I have already declared ; to which I refer you.

21. Lights kept in the night off of a headland, as the Lizard, or such capes, are a safeguard to ships in their passage, that are in view of them. Lights likewise give warning of an enemy that are upon a coast, and for that use beacons were invented.

22. Ships that are appointed for more readiness of a service to ride in the Sound of Plymouth, in the range of Dartmouth, or other roads upon our coast, and in the night are suddenly taken with a storm at south, which is a deadly wind in those roads, if lights be placed on either of the sides of Catwater or Dartmouth, will be guided into the harbour, be it never so dark.

23. In a barred harbour, such as Dunkirk, that is continually beleaguered by an enemy, by keeping lights from half-tide to half-tide, he that enters, is directed how the tide increases or decreases, and thereby how to avoid the enemy.

24. Ships riding at the Downs, and fearing a surprise from an enemy in the night, with a southerly wind, by placing two boats with lights on either side of the brake, will direct one how to pass the channel and avoid the sands ; which being done, and the lights taken away, the ships that pursue them will run upon their death if they follow.

25. The cutting down mills, trees, taking away buoys, or other marks that direct the pilot, is a great safety to any port or place, such as the Thames, where many sands must be passed.

26. The placing of ships for the advantage of wind, is a matter of great consequence ; as for example, if an invasion against England be intended from the southward, that wind that brings an enemy for England will keep our ships in harbour, that they cannot stir out ; only one place is advantageous to us, which is Limehouse near Plymouth ; for that wind that brings an enemy from the westward or southward, will serve our ships that lie in Limehouse to follow them, as they pass into any part of our channel to the eastward.

27. Prospective glasses, if they were not so common, were an excellent stratagem to be used in many cases at sea, and yet it is no hard thing to deceive them that use them ; for a merchants' ship that carries not above ten or twelve men, may have the shapes of men made, and seem to be one hundred afar off ; they likewise may have counterfeit guns made of wood, which the glass cannot discover from iron, to the terror of the assailant. It may as well serve for a man of war to stow his men in hold till a ship come near him.

28. The best and the greatest ship in the world may be sunk by a bark of twenty tons, by this stratagem, viz. to place a cannon in the

hold of a bark with her mouth to the side of the ship the bark shall board, and then to give fire to the cannon which is stowed under water, and they shall both instantly sink; the man that shall execute this stratagem may escape in a small boat hauled on the other side of the bark.

29. Two galleons may be manned, and furnished in the manner following, and will be as great a guard and safety to a fleet of gallies as the wings of an eagle to little birds, or a castle to a ship.

The two galleons shall carry each of them one thousand men, with all kinds of arms for offence and defence: there shall be placed aloft such kind of fowlers as I will invent.

Their hatches shall be made with trap-doors, and pikes placed under them, that as fast as men enter they shall fall upon the pikes so placed; all the deck shall be strewed with sound pease, tallowed, that treading upon them, no man shall be able to stand upon his feet; the ships on the outside to be stuck with tenter hooks, that they shall take no hold to enter with their hands, and their clothes will stick upon the tenter-hooks, that they shall not be able to enter: there shall be barricadoes and close fights, made with all advantage, and all parts of the ship shall be musket proof for the safeguard of the men.

By the water and without board, they shall be fortified with packs of wool, that no shot shall pierce them, or gallies be able to board them; every ship shall have upon his yard-arm a barrel or two of gunpowder mixed with bullets, that as the gallies shall approach the distance of the yards, the barrel of powder shall be let fall with a pulley, and matches about the barrel that shall give fire upon the fall, and breaking of the barrel; in this manner will the galley be burnt, and the men slain all at one instant.

30. If gallies attend a fleet of ships, thinking to cut off some stragglers, as they did to Sir Francis Drake, and after to us at Cadiz, where they took some few vessels, in such a case, the great ships must be a guard of the outside of the fleet to the lesser ships; and if the fleet chance to anchor, to place the least and weakest vessels outermost of the fleet in the day time, which will embolden the gallies in the night to assail them; but when the darkness of the night shall approach, then to remove them, and in their place to cause the best and greatest ships of the fleet to anchor where the others did, that if the gallies attempt them they shall be entertained to their loss.

31. If a ship will board an enemy under a castle, let him that boards bring the ship boarded between him and the castle; for then dares not the castle fire for hazarding their own ship boarded.

32. Sinking of ships full of stones is an old invention, and used as well to defend oneself in a barred harbour, as by an enemy to keep in ships from going out; but it is to little purpose to him that pos-

asses a harbour ; for when the water is decreased, such ships sunk may be waded to, the stones taken out, and the ships burnt without hurt to themselves or the harbour.

33. Booming harbours for the safeguard of ships is usual, but at each end of the boom sconces must be built to defend it.

34. One of the known dangers in a ship of great burthen, and in a great storm, that carries weighty ordnance, is the breaking loose of one of her pieces in the lower tier, for before she can be muzzled, or overcome by force of men, what with the rolling of the ship from one side to the other, the piece will carry the ship's side, and found her in the sea.

35. For avoiding these perils, there is but one remedy, if it take effect, which is suddenly to heave up the hatches of the deck, that in her recoil she may find the deck open, and fall into the hold, where she shall be easily overmastered.

I am of opinion, if any had escaped aboard the King of Spain's ships that were wrecked, which was impossible, they would confess the breaking loose of their ordnance was the occasion of their destruction ; and no marvel, for they used to carry their great ordnance upon field-carriages, which makes them the more dangerous and unserviceable, when they come to traverse them.

36. If there could be made a ball of wildfire, as I have heard some take upon them to do it, which ball should burn without quenching, then it were an easy thing to convey one of those balls secretly into a ship, and privately to hide it till the party be gone out of the ship, which being then set on fire, will not only burn the said ship, but all others near her.

37. In passing a fort in the night, it is a good thing to make both the ship and sails black, with a care that no light be seen in her ; but the way for an enemy to prevent her entrance is this, to make a fire opposite to the fort, and to lay the ordnance point blank with the fire, that when they shall see the shadow of the fire taken from them by the ship and sails, then to discharge their ordnance, and be sure to sink the ship.

38. A ship that will keep another from boarding her, she being to windward, and may board her, the remedy is, to put forth two masts at two ports, that the ship coveting to board, she shall light upon the masts, and keep her from coming near the ship.

39. It is a good stratagem to board a ship, though she presently fall off again ; and during the time she is on board to appoint the carpenters with their axes to cut the port-ropes of the ship boarded, that at her coming off again, when she shall begin a new fight, her pieces may serve for no purpose, because her ports will be clogged, and not able to put forth a piece of ordnance, but lie to be annoyed by the enemy.

[To be continued.]

NAVAL LITERATURE.

An History of Marine Architecture. Including an enlarged and progressive View of the Nautical Regulations and Naval History, both Civil and Military, of all Nations, especially of Great Britain; derived chiefly from original Manuscripts, as well in private Collections as in the great public Repositories; and deduced from the earliest Period to the present Time. In 3 vols. 4to. By JOHN CHARNOCK, Esq. F. S. A. Pages 1300. 100 Engravings.

IT has been admitted by most writers, who have treated of the causes which promoted civilization and the improvement of the human race, that those nations who were acquainted with the uses, and cultivated the art, of navigation, emerged earlier from barbarism than the nations to whom the advantages of navigation were unknown. The high degree of perfection to which Greece had arrived, in the liberal arts, the science of government, the social institutions of life, and all branches of philosophy, at a period when surrounding nations were sunk in the profoundest ignorance, may, in a great measure, with safety be attributed to the early knowledge and skill of the Greeks in the art of navigation. A variety of circumstances tended to produce in them a partiality to maritime pursuits. The Ægean Sea, having no tides, nor consequently any waves except such as are caused by the wind only, and broken by innumerable islands and capes, was, by the smoothness of its surface, and the proximity of its neighbouring shores, extremely favourable to the infant navigation of an ingenious and active people. Much excellence was not displayed in the construction or equipment of their vessels; but they answered all the purposes of the people, and an easy intercourse was maintained between the most distant members of the Grecian commonwealth. The wants of one State were supplied from the superfluities of another, improvements of every kind were quickly circulated, and so rapid were the advances of Greece towards a state of the most refined civilization, that

scarcely four centuries elapsed between the fabulous age and the period when Athens was at the summit of her greatness. Similar causes produced the early civilization and improvement of Egypt; and Carthage, a maritime and commercial State, had acquired a high degree of splendour and renown, while Rome was yet an inconsiderable village, peopled only by banditti and plunderers.

No idea can be more erroneous than to suppose, that the benefits of navigation are confined to the transfer of commodities from one nation to another, or to the system of offensive or defensive warfare to which it is applicable. By the means of navigation the lights of science have been made to shine on rude and distant nations, and the arts which contribute to human happiness, have extended the sphere of their operation far beyond the soil which produced them. To place our ideas on this particular branch of the subject, in a more perspicuous point of view, let us imagine a ship, driven by the violence of a tempest out of her intended course, and falling in with an undiscovered island, peopled by a barbarous and uncivilized race. Can the visitors of this rude people quit them without having imparted to them some particles of their superior knowledge, without having added in some shape to their comforts, by instructing them in useful arts, of which they were ignorant? In this manner has navigation conferred the most important benefits on mankind, and materially operated in civilizing the world.

These reflections were suggested to us by the important and ably-executed work now under our consideration. In it the art of navigation is deduced from its infancy, to its present state of maturity and perfection; and the various improvements which have taken place in Marine Architecture, from the earliest periods of history to the present time, are perspicuously stated and minutely detailed. Far surpassing all other nations in whatever relates to the dominion of the waves, we are led to regard, with a sort of national partiality, a work which treats of an art, in which our countrymen are confessedly superior to all the world. We state this as one

of the claims which the work before us has to public estimation; but our author may rest with more security for the remuneration of his labours of twenty years *, on the sterling merit of his work, and the diligence, fidelity, and acuteness, with which he has executed his plan. In the various qualities of a man of letters, an ingenious artist, a profound reasoner, and an indefatigable enquirer, Mr. Charnock is entitled to the highest respect; his learning has embellished, and his science has illustrated, a subject the particular glory of his country; and as we justly boast of being the most powerful and renowned maritime State that ever existed, so we may now congratulate ourselves, that the best digested treatise on Naval Architecture, which has hitherto appeared, is the production of one of our own nation.

In a prospectus to his work, published some years ago, Mr. Charnock spoke with a considerable degree of diffidence of the share of public patronage and support which he was likely to obtain, and we fear, from the length of time that has elapsed, since his work was first announced, that it has not been fostered into life by those vivifying rays of encouragement, to which its merits entitle it. However, we have no doubt, from a careful perusal of the three volumes, but that our author's labours will meet with general approbation, and we hope soon to see them in a shape calculated for a more enlarged circulation. They will be found eminently useful to the ship-builder, and to the Naval Officer, and interesting to every one who is alive to the renown and welfare of his country. Such a work cannot sink into oblivion, or fall, as it were, still-born from the press; it will remain a monument of the author's industry, genius, and science; and when the present edition is disposed of, if it appears in a cheaper form, will, like all works of real utility which are well executed, readily find its way into the libraries of most persons who are concerned in the subject to which it is devoted.

* See Naval Chronicle, Vol. I. page 137.

Our readers will be better able to judge of the value of Mr. Charnock's splendid and important volumes, by the extracts with which we shall, from time to time, enrich our pages, we shall therefore conclude our present observations with mentioning, that the engravings which accompany the work, are numerous, and executed in a style of the greatest elegance and accuracy; they increase, it is true, the price of the publication, but at the same time they serve admirably to illustrate the text, and are interesting and faithful delineations of the Naval Architecture of all nations and of all periods.

The following extract, from Mr. Charnock's preface, will enable our readers to form a general idea of the nature of his work; and at a future period we shall give some passages from the body of the history, with such observations as may occur to us, either from our personal experience on the subject, or from the lights we have derived from former writers.

The maritime history of the world may be reduced to a regular system, and considered as fairly divisible into seven different sections, clearly pointed out by as many remarkable epochs. The first may comprehend all that dark and intricate space of time previous to the foundation of Rome, during which, all pretended authority, and the assertion of facts, no matter how positively given, appear so totally founded on surmise, as to furnish very slender materials for any historian who wishes his relation to be received with that venerable respect which is due to truth, in whatever homely garb it may be clothed. The second section comprises a period somewhat less obscure, in which, as the collateral testimony and evidence of various persons and authors may be examined and compared with each other, there certainly appears less difficulty in developing the real state of facts, and unravelling, in a slight degree, those historical ænigmas, which, on some occasions, convert the page of history almost into romance. It will extend from the foundation of Rome to the destruction of her rival, Carthage, and from thence a third may find its termination in the conversion of the republic into an empire; an æra when the want of naval enemies to contend with, rendered the maintenance of a fleet, as connected with the prosperity and safety of the state, a consideration not only of secondary, but certainly immaterial consequence. The death of Charlemagne may be considered as the fourth grand

epoch; since, although the maritime pursuits of the whole globe might then be deemed in an almost totally dormant state, yet some circumstances appeared which seemed to promise a revival of the pursuit, by a people at that time almost unknown, and certainly possessing a very inferior share of political weight in the state machine of the universe.

From the death of Charlemagne, the science of navigation appeared progressively acquiring strength, and obtaining followers, who industriously and most laboriously attempted to attain a considerable perfection in maritime knowledge. This, however, appeared denied to them as though by nature, till the discovery by Europeans of the wonderful properties possessed by the loadstone, and the subsequent invention of that instrument, known by the name of the mariner's compass, seemed at once to dispel the mist which had so long obscured that summit, to which the art was, without much difficulty, capable of being advanced, and promised the immediate removal to a distance almost infinite, or beyond human comprehension, of those limits, within which the practice of it had, till that time, been unavoidably confined. The sixth section, therefore, may be fairly stated to commence with the invention just mentioned, about the year 1260, and continue to the beginning of the sixteenth century, when the general introduction and use of cannon on board ships, as instruments as well of annoyance, as of defence, together with the contrivance of port-holes, gave birth to the seventh and last epoch or æra, by attaching to vessels those requisites and properties, which, though improperly supplied and provided for in the beginning, have, by repeated practice, and continued experience, gradually improved into that excellence, and almost unimprovable state of perfection, which the ships built at the present day are, by some, supposed to possess.

The maritime history of Britain becomes more than proportionably narrowed in its extent, when compared with that of the universe; first on account of its obscurity, occasioned by the want of local literature which prevented the record, and which, though perhaps imperfectly, has preserved that of other countries; secondly, inasmuch as, till the period generally known by the appellation of the conquest, it varies so little, and has become so interwoven with the history of other countries, as scarcely to render it necessary to give any thing but a brief recapitulation of the leading, or most prominent events, which took place, more perhaps for the purpose of rendering the chain of history regular, than exciting any forcible interest in the mind of the enquirer. The case becomes, however, materially altered as the science advances to maturity; for there is a certain violence of enthusiasm which, without any arrogance at all, has been

fostered and encouraged by the most rapid tide of success, which causes a Briton to dwell, with the most peculiar satisfaction, on the history of that science, to which he naturally considers he owes his wealth, his consequence, and his security. This at all times induces him to probe every incident that is likely to contribute towards his pleasure, to the very bottom, to descant on and describe it with a tedious minuteness, frequently painful to those not materially interested in the discussion, and, on some occasions, perhaps, in the warmth and animation of his heart, to exceed even the bounds of credibility itself.

The earlier ages, as just observed, independent of every other consideration, are so enveloped in doubt, surmise, and romance, that little can be collected from them, on which mankind ought to place any dependence. Mention, indeed, is made of immense fleets, raised, as it were, by necromancy, which disappear, as the enquirer may endeavour to persuade himself, by the same kind of influence. The strong degree of popular attachment to that particular pursuit, by which the inhabitants of a country have first raised it into public consequence as a naval power, may induce them to dwell with infinite pleasure on the naval exploits of Uther, Pendragon, and the renowned Arthur, on the victories of Alfred, and the naval triumph of Edgar the Great, but admitting the accounts of them [to be] strictly true in every particular, yet, when adduced as irrefragable proofs of the aboriginal naval supremacy of Britain, they appear rather to invalidate, than support any claim, that can be supposed to rest on so weak a foundation.

Alfred has been generally celebrated as the founder of the British Navy. He is said by the best historians to have suggested a variety of improvements in the structure and form of ships, and to have considerably advanced the art of building them; so that it has become a kind of historical treason to disbelieve any of those his naval exploits, which, to some modern opinions, may appear at least wonderful, if not incredible.

The effects produced on naval affairs, by the inventions of the fourteenth and fifteenth centuries, are thus described.

The variety of improvements and inventions which had taken place during the fourteenth and fifteenth centuries, tended to render general nautical knowledge much more respectable than it had been. To the invention of the compass is most probably owing the discovery of America. To that of cannon, and their introduction into ships, may be attributed those improvements in Naval Architecture, which distinguish a modern ship of war from an ancient galley.

The naval militia, as it may with much propriety be termed, and which continued in use for some centuries, was all the defence on

which the nation had to depend as a protection from invasion, previous to the reign of Henry the Eighth. That monarch wisely considering the inconvenience to which a very sudden attack might at all times subject the nation, resolved on establishing a Royal Navy, which, being under the immediate direction of the Sovereign, might form a temporary stand against the enemy, till the ships furnished by the different ports should arrive to reinforce it. Notwithstanding even this precaution, and most prudent institution, the provident monarch did not yet think his kingdom sufficiently secure. Hall in his Chronicle, anno 1539, says, "The kynges hyghness, which never ceased to study and take payne both for the avauncement of the commonwealth of this realme of England, of whiche he was the only supreme governour and hed, and also for the defence of al the same, was lately enfourmed by his trustie and faithfull frendes, that the cankerd and cruel serpent, the Byshop of Rome, by that arche traitor Reginald Poole, enemy to Godes word, and his natural contrey, had moved and stirred dyverse great princes and potentates of Christendome, to invade the realme of England, and utterlie to destroy the whole nation of the same, wherefore his Majestie in his own persone, without any deley, toke very laborious and paynefull journeyes towards the sea coaste, also he sent dyverse of his nobles and counsaylours to view and search all the ports and daungers on the coastes, where any meete or convenient landyng place might be suppos'd, as well on the borders of England, as also of Wales, and in all soche doubtfull places his hyghness caused dyverse and many bullwarks and fortifications to be made."

The events of the sixteenth century are esteemed of a much more consequential nature than those of any which preceded it, not because the natural bravery of the English exceeded, perhaps, that which they had frequently manifested in former ages, but because the human mind takes, we know not how, a considerably greater interest in contests, in proportion as their nature bears a nearer relation to those of modern days. Prodigies of valour were, without doubt, performed by men clothed with armour, whose only missile weapons were arrows and javelins, and whose contests were frequently decided by the same instrument of destruction those by land were, the sword. But there is considerable difficulty in associating ideas with objects which men have not been accustomed to behold, and they regard the greatest ancestral bravery of those times with little more warmth and generous emotion than they do the battle of Actium.

The introduction of cannon into ships, which took place at the latter end of the fifteenth century, renders naval history, therefore,

much more interesting to moderns, and they feel a natural pleasure in tracing the growth of a caraval, a carrack, or a galleas, into a first-rate, while at the same time they disdain not to bid the rising generation contemplate, as well as emulate, the example of Drake, Grenville, Raleigh, and the Howards.

Where we find much deserving of applause, we have the less reluctance in pointing out a few trivial defects. From the preceding extracts will it appear, that Mr. Charnock's style is sometimes confused and obscure, and amidst a redundancy of words which approaches near to tautology, it is sometimes difficult to discover his meaning. His periods are inharmonious, frequently perplexing on account of their length, and not easily retained by reason of the infelicity of their arrangement. Our language now abounds in so many examples of style, differing widely from each other, yet all excellent, that an author must be culpably negligent, who does not cultivate with success a branch of literature, in which he can copy, without blame, from so many masters.

The general table of contents which is appended to the last volume, very inadequately supplies the place of an index, a thing so useful in a large book, that the omission of it in the present work cannot but be disagreeable to the generality of readers.



Cursory Observations on the several Modes now in Use of Manufacturing Cables, Hawasers, and other Cordage for Nautical Uses, by the Patentee of the Salvagee System. 4to. 19 pages, with Engravings.

THE present pamphlet is written by Mr. James Mitchell, a person who has obtained his Majesty's royal letters-patent for the manufacture of cordage on a new principle, differing essentially (as he affirms) from the one in common use; and the object of it is, to recommend the patentee's mode of manufacturing cordage, in preference to the other methods at present in use. For this purpose various plates are given, exhibiting the *superior construction* of Mr. Mitchell's cordage over that of the common rope-makers. The en-

gravings are extremely neat, and possess every attraction, except accuracy of representation, as far as the common system of rope-making is concerned; and in that particular, we are sorry to state, they are extremely faulty. There are undoubtedly bad rope-makers, as well as bad mechanics of every other description; but when the patentee meant to represent the common usage of rope-making, he should have given what was really the practice of the respectable part of the trade, and not examples evidently drawn to suit his own purpose; besides, we can venture to assert, that his examples are taken from no rope-grounds in existence, but are merely the creatures of his own imagination, and exhibited as foils to his own *superior system*. This is extremely unfair, and merits the severest reprehension, we are, therefore, called upon to bestow more attention on this article than it otherwise merits.

Rope-making, from every information that we can collect, from nautical as well as professional men, began to decline in the beginning of the American war, and, from that period to the end of the contest, such a quantity of cordage was manufactured, chiefly from damaged hemp (particularly in the port of London), that the rope-making trade was brought into great disrepute. The yarn, being spun of bad hemp, of course would not bear to be manufactured as ropes should be made; and the consequence was, that the journeymen rope-makers got into so slovenly a method of making up the yarn (which is the ground-work of rope-making), that towards the close of the war, it became absolutely necessary to frame some regulations as to the modes of manufacturing cordage. Since that time, to the present, the rope-making trade has been gradually getting into a better system, or rather has been returning to the old system.

In the interim, several attempts have been made, by a variety of *patents*, to bring the trade into its pristine state; the present one, called the *Salvagee* system, is one of those that appears to come near to what ropes formerly were,

when every man employed in the manufacture of cordage, used his utmost endeavours, to make each thread bear its proportion of strength; which is only to be accomplished by care and attention. Had this mode been pursued, as formerly, the present patentee, in all probability, would never have thought of his *improved system* of rope-making; but from the general outcry against the badness of cordage, he, with other persons, thought a patent was absolutely necessary to improve the manufacture of that useful article, and like other patentees, he exclaims, that the plan adopted in his rope-ground, is superior to all others.

We have known, and at present know, ships whose rigging is at least eighteen years old, and still is in good condition; cables which have worn until they have been destroyed, as it were, by the course of nature, or more properly speaking, till the tar has been dried up, and the rope of consequence lost its original strength. We are, therefore, decidedly of opinion, that ropes, if properly attended to, and well manufactured, as in days of yore, are not only equal, but superior in strength, duration, and all desirable qualities, to any that can be manufactured on any new plan that has hitherto been presented to the public.

Rope-making is of a nature extremely simple and easy to be understood; where you gain in power, you lose in keeping out the wet, filth, and mire, which all ropes, cables in particular, must imbibe in rivers like the Thames, and therefore they cannot last so long as ropes that are more firmly twisted; besides, the elasticity of cables made according to the old method, renders them infinitely superior to any other, in bringing ships short up, an advantage that could not easily be dispensed with in our narrow and difficult navigations. On the whole, we see no reason why the old system of rope-making should not be adhered to, as vastly preferable to what our present patentee recommends, and therefore we cannot help looking on his attempts at improvement as entirely futile.

NAVAL PUBLICATIONS.

THE TRIDENT, or the National Policy of Naval Celebration; describing a Hieronauticon or Naval Temple, with its appendages; proposing a periodical celebration of Naval Games, and on occasion of victories of the first nature, the granting of triumphs; these works and institutions being intended to foster the rising arts of Britain into a full maturity, and a successful rivalry with those of Greece and Rome; and to keep alive, and in full lustre, to the latest Generations, the present heroic spirit of the British Navy. By a private Gentleman. 4to. Illustrated by plates.

COPY OF A CORRESPONDENCE, &c. between the Right Hon. the Lords Commissioners of the Admiralty, the Right Hon. Earl St. Vincent, K. B. and Admiral Sir J. Orde, Bart. 8vo.

TABLES for facilitating the Calculations of Nautical Astronomy, and particularly of the latitude of a ship at sea, from two altitudes of the sun, and that of the longitude from the distances of the moon from the sun, or a star. Containing the natural versed sines to every ten seconds, and the logarithmic sines, double sines, &c. to every minute from 0 to 180 degrees; and several other tables useful in Astronomy and Navigation. By J. De Mendoza Rios, Esq. F. R. S. 4to.

Poetry.

LINES

*To the Memory of Captain DUVYLL *, who was lost in his Majesty's
Ship the Fly.*

NO longer dare we hope! The anxious months
Have heavily roll'd on, nor brought one ray
Of comfort on the wing of Time. Severe,
And frequent, were the Gales that blew,
As ever rag'd upon a northern shore:
Loud Equinoctial Gales made ev'ry heart,
That felt a Sailor's danger, tremble; while
Anxious Friendship with reluctant dread,
Attentive listen'd to each vain surmise;
Nor sunk despondent, till the varied Tale
Had ceas'd around; and e'en prolonged Hope,
By doubtful Rumours, could delude no more.

Hush then my swelling soul !
 The solemn subject suits not with complaint.
 The sorrows of the heart at such a loss
 From selfish motives rise—'tis Nature weeps !
 While RESIGNATION with prophetic Eye
 Fixes her gaze upon the awful scene,
 And contemplates celestial rays of
 MERCY that succeed the Storm. She beholds
 The object of her grief, free from the weight
 Of Life's severest cares, on Seraph's wing
 Triumphant borne, to claim his bright reward
 For Virtues nurtur'd by the hand of Heaven.
 Him bid the World admire ! His Merit grew
 Unaided by the hand of Wealth or Power :
 And as he rose to Fame, his buoyant spirit
 Thro' Tribulation's School victorious pass'd.
 Then, as the eagle from its airy nest
 Tow'rs tow'rd the Sun, his try'd and ardent mind
 Seem'd soaring in the bright effulgent ray
 Of ENGLAND'S Glory. But alas ! too soon
 The radiant Vision clos'd ; to us it clos'd !
 To him it opened in Eternal Day.
 Then check the Tear : weep not thou much-rever'd
 And honour'd Friend, for whom his gratitude
 Express'd filial Affection ; by whose Care
 His infant lip was taught the Sacred Song ;
 Weep Thou no more ! but with religious faith
 Dwell on the prospect of those promised Joys
 THE SERVANT, GOOD AND FAITHFUL, may expect.

 LINES

On the Victory obtained by BLAKE over the Spaniards in the Bay of Santhacruse, in the Island of Tenerif, 1657. Addressed to the LORD PROTECTOR. By A. MARVELL.

NOW does Spain's fleet her spacious wings unfold,
 Leaves the new world, and hastens for the old ;
 But tho' the wind was fair, they slowly swum,
 Freight'd with acted guilt, and guilt to come ;
 For this rich load, of which so proud they are,
 Was rais'd by tyranny, and rais'd for war.

Every capacious galleon's womb was fill'd
With what the womb of wealthy kingdoms yield ;
The new world's wounded entrails they had tore
For wealth, wherewith to wound the old once more :
Wealth, which all others' avarice might cloy,
But yet in them caus'd as much fear as joy.
For now upon the main themselves they saw,
That boundless empire where you give the law ;
Of wind's and water's rage they fearful be,
But much more fearful are your flags to see.
Day, that to those who sail upon the deep
More wish'd for, and more welcome is, than sleep,
They dreaded to behold, lest the sun's light
With English streamers should salute their sight ;
In thickest darkness they would chuse to steer,
So that such darkness might suppress their fear :
At length it vanishes, and fortune smiles,
For they behold the sweet Canary Isles ;
One of which, doubtless, is by nature blest
Above both worlds, since 'tis above the rest.
For lest some gloominess might stain her sky,
Trees there the duty of the clouds supply ;
O noble trust, which Heaven on this isle pours,
Fertile to be, yet never need her show'rs.
A happy people, which at once do gain
The benefits, without the ills, of rain.
Both health and profit fate cannot deny,
Where still the earth is moist, the air still dry.
The jarring elements no discord know,
Fewel and rain together kindly grow ;
And coolness there with heat doth never fight,
This only rules by day, and that by night.
Your worth to all these isles a just right brings ;
The best of lands should have the best of kings :
And these want nothing Heaven can afford,
Unless it be, the having you their lord ;
But this great want will not a long one prove,
Your conquering sword will soon that want remove ;
For Spain had better, she'll ere long confess,
Have broken all her swords, than this long peace ;
Casting that league off, which she held so long,
She cast off that, which only made her strong.

Forces and art, she soon will feel, are vain,
Peace, against you, was the sole strength of Spain ;
By that alone those islands she secures,
Peace makes them hers, but war will make them yours.
There the rich grape the soil indulgent breeds,
Which of the gods the fancied drink exceeds ;
They still do yield, such is their precious mould,
All that is good, and are not curs'd with gold ;
With fatal gold, for still where that does grow,
Neither the soil, nor people, quiet know ;
Which troubles men to raise it, when 'tis ore,
And, when 'tis rais'd, does trouble them much more.
Ah ! why was thither brought that cause of war,
Kind Nature had from thence remov'd so far ?
In vain doth she those islands free from ill,
If Fortune can make guilty what she will.
But whilst I draw that scene, where you ere long
Shall conquests act, you present are unsung.
For Sanctacruze the glad fleet takes her way,
And safely there takes anchor in the bay.
Never so many, with one joyful cry,
That place saluted, where they all must die.
Deluded men ! fate with you did but sport,
You scaped the sea, to perish in your port.
'Twas more for England's fame you should die there,
Where you had most of strength, and least of fear.
The peak's proud height the Spaniards all admire,
Yet in their breasts carry a pride much higher.
Only to this vast hill a power is given
At once both to inhabit earth and heaven.
But this stupendous prospect did not near
Make them admire so much as they did fear.
For here they met with news, which did produce
A grief, above the cure of grape's best juice.
They learn'd with terror, that nor summer's heat,
Nor winter's storms, had made your fleet retreat.
To fight against such foes was vain, they knew,
Which did the rage of elements subdue ;
Who on the ocean, that does horror give
To all besides, triumphantly do live.

THE POST CAPTAIN,

*Written by an Officer in the Navy, and sung with deserved applause by
Mr. INCLEDON.*

WHEN Steerwell heard me first impart
Our brave Commander's story,
With ardent zeal his youthful heart
Swell'd high for Naval Glory,
Resolv'd to gain a valiant name,
For bold adventures eager,
When first a little cabin-boy on board the Fame,
He would hold on the jigger ;
While ten jolly tars, with musical Joe,
Hove the anchor a-peak, singing, Yo heave hoe, &c.

To hand top-gallant-sails next he learn'd,
With quickness, care, and spirit,
Whose generous master then discern'd
And prized his rising merit ;
He taught him soon to reef and steer,
When storms convuls'd the ocean,
Where shoals made skilful vet'rans fear,
Which mark'd him for promotion ;
As none to the pilot e'er answer'd like he,
When he gave the command hard aport, helm a lee,
Luff boy, luff, keep her near,
Clear the buoy, make the pier, &c.

For valour, skill, and worth renown'd,
The foe he oft defeated,
And now with fame and fortune crown'd
POST CAPTAIN he is rated ;
Who, should our injur'd country bleed,
Still bravely would defend her !
Now blest with Peace, if beauty plead,
He'll prove his heart as tender ;
Unaw'd, yet mild to high and low,
To poor, and wealthy, friend or foe.
Wounded tars share his wealth,
All the fleet drink his health ;
Prized be such hearts for aloft they will go,
Which always are ready compassion to show
To a brave conquer'd foe.

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DESCRIPTION OF PLATE C.

ONE of the effects of the late war was, to throw into the hands of Great Britain a very large portion of the commerce of the globe, by which means her shipping was doubled in extent to what it had been at any former period, and her character in distant parts assumed an aspect more respectable than it had ever before displayed. The commodities of China are now become so necessary to Europe, that no matter how they are imported from thence, whether in *home or alien bottoms*, they are sure of a ready market. The powerful Navy which Great Britain so successfully employed during the late war, totally destroyed (for the time) the commerce of her enemies with China, and as Europe could not do without the accustomed supplies from that quarter, the nations, at war with England, were obliged to receive, through a circuitous channel (of which England was the fountain head), the productions of that country. Thus the commerce between Britain and China became an object of immense value, inasmuch as Britain supplied the greater part of Europe with the productions of that empire, and found a large vend for her manufactures in that populous country. Under these circumstances a closer connexion was formed between Britain and China than ever before existed, and the British factory at Canton has become almost an independent settlement. It is true, that Lord Macartney's embassy failed of success, owing to the intrigues of some French and Spanish jesuits at Peking; but the commerce of the two empires since the commencement of the late war, has flourished and increased beyond all former example, and, we are well assured, from respectable authority, that the British nation is so highly favoured by the Chinese, that our late enemies have no speedy prospect of rivalling us in the lucrative trade of that country.

The jealousy of the Chinese confines the traffic of Europeans to one part of their vast empire. Our present plate is taken from a picturesque view on the river Canton, the only river, in that extensive country, into which the vessels of foreign nations are admitted. Its scenery, naturally fine, is improved by the elegant and decorative structures on its banks, for, such is the genius of the people, pagodas are placed (as if by the hand of a painter) to embellish a prospect, and forts are erected for no other purpose, as it were, than to add beauty to the landscape. The artist and the man of taste will see, in a moment, how much the view under our immediate consideration, is aided by these ornaments, and from thence will be led to form an idea, by no means unfavourable, of the capacity of the Chinese to improve the natural beauties of their country.

OLD BAILEY,

TUESDAY, SEPTEMBER 21, 1892.

SPECIAL COMMISSION.

THE Commission appointed by his Majesty's order met at ten o'clock. The Judges were the same who usually sit during the sessions.

Henry Rea, Joseph Grace Beaumont, and John Morgan, the two former Lieutenants of Marines, and the latter a Lieutenant in the Navy, were then put to the bar, charged with wilful murder. The indictment charged them—first, that Henry Rea, on the 14th of March, in parts beyond the seas, did with a certain pistol, loaded with a leaden bullet, shoot at John Breamer, and wound him in the belly, of which wound the said Breamer languished till he died; and the two other prisoners were charged with being present at the time, aiding and assisting the prisoner Rea, in committing the said murder.

The Attorney-General addressed the jury on the part of the prosecution. He said, the occasion of the jury being then called together, arose out of the death of a person named Breamer, who had been killed in a duel in which the prisoner Rea was his antagonist; and the other two were seconds. The death having happened at the Cape of Good Hope, and there being no opportunity of bringing them to a trial at that place, the Commander in Chief ordered them to be sent home, that they might be dealt with according to law.—And it was provided by the statute of the 33d of Henry VIII. that if treason or murder be committed in parts beyond the seas, the persons charged with the same shall be tried by a Special Commission. With respect to the law on this subject, it was clearly laid down, that if two persons met with malice aforethought, and, in order to revenge any injury which they conceived they had suffered in a former quarrel, fought a duel; and if the death of either party ensued in consequence of such duel; the other was guilty of murder. If the duel took place immediately after the quarrel, before it could be supposed that the heat of their passion had time to cool, then the taking away the life of one of the parties amounted only to the crime of manslaughter. The malice and the murder consisted in the parties going to fight at such an interval of time after the quarrel, that their passion might be supposed to have subsided. Although an act of this kind was declared by law to be a murder, he must say, that in point of the moral guilt attached to it, it differed materially from other cases of murder. They all knew, that what was called the law of honour still sanctioned this crime, and the severity of public opinion sometimes unavoidably led to the commission of it. He, therefore, felt the difficulty of the case very much. But he did not make these observations to lay a trap for the consciences of the jury, in any application they might make to the law of honour. They did not come there to try according to that law, but to decide according to the laws of the land; and if this law in its application was too severe, it was for the Legislature to interfere, and enact a different law; and according to the circumstances of the case, there would always be found a relief from the severity of it, in the merciful interference of the Crown. The learned gentleman then quoted the authority of Blackstone and Foster on this subject, and stated the facts of the case. He said there was no evidence as to the cause of the quarrel between Rea and the

deceased. But he was given to understand that it originated in a trifling dispute, which gave rise to aggravated language. As it would appear that the parties, after an interval of time had passed, went deliberately to fight, the prisoners could not be convicted of manslaughter, and therefore they must be found guilty of wilful murder, or acquitted. With respect to the two prisoners who appeared in the characters of seconds, there could be no doubt upon the law with regard to Mr. Beaumont, the second of Rea; but as to the second of the deceased, the law was not so free from doubt. Although in his mind, the parties who brought two men together to fight, and were present assisting one to kill the other, were principals in that act, and equally guilty with the person committing it, yet some lawyers had made a distinction between the second of the deceased, and that of the survivor; among other authorities was that of Lord Chief Justice Hale, who doubted whether the second of the deceased could be considered as guilty of the murder of his friend, whom he came to assist.

Mr. Attorney-General then called his witnesses. The first was

Francis Stimpson, who gave the following testimony:—"I was at the Cape of Good Hope in the month of March last, and was servant to Mr. Rea. On Saturday the 13th, at four o'clock, he desired me to call him up at two o'clock next morning. I went on shore that night, and Mr. Rea also went on shore with Mr. Beaumont; we went together in a boat. Mr. Rea went to his lodgings on shore. I called him next morning according to his desire. When I came into his room he was up, and Mr. Beaumont was with him; he gave me a small bag, the contents of which I did not examine; I followed him with it to the Company's Gardens, which were a quarter of a mile off. Mr. Beaumont and my master were there at the time, and nobody else. I laid down on a bank and fell asleep, my master waked me, and desired me to go away to the top of the gardens, and not return till whistled for. Mr. Morgan and Mr. Breamer had then arrived. After I had been away about ten minutes, I heard the report of guns, but saw nobody fire, I was too far off. I was whistled for shortly after, and came back. It was about five o'clock when I was ordered to go away to the top of the gardens. It was three when we first got to the gardens. When I came back Mr. Breamer was leaning on Mr. Morgan's shoulder, and my master desired me to go and assist him. Mr. Beaumont came to assist also. When I came back, my master said,—"Good God, how unfortunate!—he had three shots for my one."—Mr. Breamer was bleeding from the groin. When I came back to the whistle, the bag was not in the same place; but I observed no guns or pistols. I carried the bag on board the ship again, and put it in my master's cabin. I never opened it to see what it contained. I never saw any pistols in my master's possession; the thing in this bag was about the size of a pistol. I do not know how long the bag remained in the cabin. Mr. Breamer died on the day following.

Matthew Motherwell was next sworn—"I was surgeon of his Majesty's ship Jupiter, in March last, at the Cape of Good Hope. On the 14th, a little after five in the morning, Simpson, the servant of Mr. Rea, came for me. I went on shore, and found in a house near the Company's Gardens, Mr. Breamer, and the family of the house attending him. He was lying on a bed, and complained of having received a wound, but was not able to shew it me. I took his clothes off, and discovered in the right groin a wound, appearing to be that of a ball fired from a pistol or a gun. He seemed to be apprehensive of the danger he was in. He asked me what I thought of the wound?

I told him it was a very bad one, and that I had no great hopes of his recovery. I attended him three hours that morning. He died next day about half past eleven. I dissected his body, and found a ball in his bladder, which I traced to the orifice of the wound; and I have no doubt but that the ball was the cause of his death."

The prisoners left their defence entirely to their Counsel.

Mr. Serjeant BEST and Mr. GURNEY, as Counsel for the prisoners, submitted, that with regard to Mr. Beaumont and Mr. Morgan, this case was not such as should go to the Jury. In the first place, it was a disputed point of law, whether the second of the deceased was guilty in the same manner as the other second; and in the next place, it did not appear, by any evidence then produced on the part of the prosecution, which of the two, Mr. Beaumont or Mr. Morgan, was second to the deceased.

After a reply from the ATTORNEY GENERAL, several Gentlemen were called to speak to the characters of the prisoners.

The first witness was a Lieutenant of the Navy, who said he had known Mr. Morgan since the year 1796, and during all that time he had been a very orderly and humane young man; and bore an excellent character. Mr. Rea he had known since the year 1797, and he had always been remarked to be a very good young man.

Lieutenant Bennet of the Navy, sworn—"I have known Mr. Morgan intimately for five or six years. I never knew him to be quarrelsome; but on the contrary, a maker up of any probable disputes. I can say the same of Mr. Rea as of Mr. Morgan."

Lieutenant Symmonds of the Navy—"I have known Mr. Morgan intimately for ten years, and he never was of a quarrelsome disposition."

Lieutenant Shaw of the Navy—"I have known Mr. Rea three years; and he was much respected by every one in the ship. Mr. Morgan always bore an excellent character."

Lieutenant Lilly, of the Navy, said Mr. Rea was always a peaceable man—never prone to quarrels; and he knew a duel to have been prevented by his interference.

Captain Walsh spoke to the same effect, both of Mr. Rea and Mr. Morgan.

Mr. Barnard said, he was a Purser in the Navy. He knew Mr. Rea, whose character was a very good one, and his company had always been courted. He also knew Mr. Morgan some years; and his character was remarkably good.

Lieutenant Tucker, of the Navy, said the character of Mr. Rea was, that of a very amiable man.

Mr. Bushel, a Purser in the Navy, said, Mr. Rea was always a gentlemanly humane man. He was Commanding Officer of Marines at the time in question, and his character, both in public and private, was excellent. He gave the same character of Mr. Morgan.

Lieutenant Knight, of the Navy, spoke in similar terms of Mr. Rea.

Lieut. Clarke, of the Marines, said, Rea was a very tractable and orderly young man.

Captain Winthrop, of the Navy, said—"I have known Mr. Beaumont; he was a year and a half in the *Circe*, under my command, and he was always a humane good young man."

The Hon. Capt. Eardley, of the Navy—"I was a messmate of Mr. Beaumont's in 1797. I always found him of the most peaceable disposition, and never knew him to use an ill-tempered expression to any body."

Lieutenant Young, of the Marines, spoke very favourably of the three prisoners.

Lieutenant Hextier spoke of the quiet peaceable disposition of Mr. Rea and Mr. Morgan.

Mr. Morden, a Naval Officer, had known Mr. Rea for ten years; and gave him a similar character.

Mr. Baron HOTHAM then summed up the evidence to the Jury. He first replied to the objections of Counsel; he said, the opinions that had been quoted to shew that the Second of the deceased was not a principal in the homicide, were by no means decisive—they were not his opinion. That was however a question which could not be now decided. When necessary it must come before the twelve Judges. But with respect to the present question, who was the Second of Mr. Rea, there could be no doubt from the evidence, that that person was Mr. Beaumont; and therefore it was a fit case to go before the Jury. He said, the Attorney General had, by stating the law on this case, relieved him from a good deal of trouble; and Mr. Attorney had also very truly stated that the prisoners could not be convicted of manslaughter; they must either be found guilty of murder, or acquitted. It was very clear that the death of the deceased was caused by a ball fired from a gun or a pistol; and there could be no doubt but that it was fired by the prisoner Rea. But there were many facts not disclosed at all, which would have been very material in this case. There was no evidence as to the original cause of the quarrel, how the provocation took place, or where circumstances might have occurred, which if disclosed this day, would have altered the case entirely. It was possible that at the place the duel was fought, the parties might have conducted themselves in such a manner as should induce the Jury to find a verdict of manslaughter, if that conduct had been made known. It was possible that the prisoner (Rea) might have endeavoured to prevent the duel; and that the fatal catastrophe was occasioned by the obstinate and wrong-headed conduct of the deceased; which might have been such as the other could not endure. The Jury were therefore involved in this great and important dilemma; that ignorant of any of the circumstances attending the quarrel, or the combat, they had only to guess at them; and therefore their verdict must be the result of extraordinary pains. The lives of three persons were at stake, and it was for them to say whether they could thus in the dark find the prisoners guilty, when there might be circumstances, which had they known, they would sooner have cut their hands off, than doom those persons to that fate which must follow their verdict of guilty. His Lordship then dwelt on the excellent characters given of the prisoners by so many respectable persons, and observed that if any doubt remained on the minds of the Jury, the evidence to character must preponderate.

The Jury retired for ten minutes, and found the three Defendants *Not Guilty*. These Gentlemen then bowed respectfully to the Court; and as they retired, their friends surrounded them, and shook them by the hand with every mark of joy and congratulation. They were dressed in their respective uniforms, and their appearance was remarkably genteel.

MONTHLY REGISTER

OF

Pabal Events.

THE ship-owners of Stockholm, in consideration of the part taken in the late British Parliament, relative to the Swedish convoys, have voted Mr. CHARLES GREY, a golden medal, bearing, on one side his effigy, with this inscription :—"CAROLUS GREY, *Parliamenti Britannici Membrum*;" and on the other, an oaken wreath, with these words: "*Cosmopolite optimo jura gentium maritima coram confessu Populi Britannici, die Feb. MDCCCL. strenue defendenti Navicularii Stockholmien-ses.*"—The medal is to be delivered by the Swedish Agent for General Trade in London.

On Friday October 1st, Lord KEITH was made free of this City, and received a sword of the value of 100 guineas, for his gallant services.

The Clyde, having on board Sir JOHN BORLASE WARREN, the British Ambassador, arrived at Elsinour on the 24th of September.

By the regulations now adopted with respect to the ships in ordinary in Hamoaze and the River Tamar, a great saving will accrue in the wear and tear of the Royal Navy. All the yards, spars, running rigging, and gun-carriages, are to be stowed away in each ship in ordinary, and the boats, on being examined and reported fit for service, are to be placed in the Captain's cabin, by which they will be preserved from the weather, and always be ready in case of sudden emergency. One of the Clerks of the Cheque of the Dock yard visits in the day time, once or twice a week, and cheques the officers and men of the ships in ordinary. Similar visits are also made in the night-time; and those officers who are absent without leave, are to be mulcted of their day's pay. In consequence of these strict regulations, in case of a future war, the ships in ordinary will be fitted for sea in a shorter time, and at a less expence, than heretofore.

We are favoured with the following article by an Officer of the Sea Horse, the accuracy of which our readers may depend on :

Capt. La Meme, of the French Privateer *Le Nuice*, in 1797, while cruising off Ceylon, fell in with the Ball of Cotton Rock and another shoal, about the existence of which, navigators have long been doubtful, and by many supposed to be only ideal; I therefore give you an account taken from the observations he made.

In 5, 18 North Latitude and 88°, 20 East Longitude from Paris, there is a small island about 25 or 30 feet above the surface of the sea, between 50 and 60 feet long, and about 20 in breadth: it is situated on a sand bank, which extends about 300 feet in a N. E. and S. W. direction: at half a mile distance from it there is no soundings with 100 fathoms of line, and a boats length from it 20 fathoms water.

In January 1799, Capt. Le Meme saw a shoal, probably the Ouro, and sent an officer to examine it, but night coming on he was prevented from landing; the officer reported that this reef was 9 or 10 feet above the surface of the water, and about a mile long, from east to west there are no

soundings with 100 fathoms of line at a mile distance from it. It lies in about 10 North latitude, and 92 East longitude from Paris.

N. B. Le Meme is a good navigator, had several good chronometers and sextants on board, so that it is to be presumed the latitude and longitude are the most accurate extant.

MADEIRA, SEPT. 14.

It is with infinite concern that I relate the particulars of the loss of a large Portuguese ship, named *Aurora*, Captain Fabricio Jone dos Santos:—About a quarter before one o'clock on Monday morning, the 30th of last month, the inhabitants of this place were dreadfully alarmed by a tremendous explosion, which shook every house, and broke several windows, but providentially did no other damage in the town. Immediately after the explosion, a vessel was discovered to be on fire. Being in the dead of the night, little or no assistance could be given by the people on shore. His Majesty's ship *Woolwich*, commanded by Captain Ulick Jennings, was at that time anchored in this road: Captain Jennings, on the first alarm, manned all his boats, and gave every assistance that intrepidity and humanity could suggest. All the people, thirty-four in number, perished by the explosion and in the flames, except two, who were saved by the boats of the *Woolwich*; one of them was very little hurt, but the second had one of his legs broken, and the other much shattered, and many contusions on his head. Eleven of the bodies have been since found, amongst whom are those of the Captain and his son. Nothing has yet transpired that can lead us to form a conjecture how this accident happened; the people saved can give no account whatever. It is probable, that the accident was occasioned by the negligence of some of the men with a light near the powder-magazine. His Excellency the Governor has acknowledged the services of Captain Jennings and his Officers and men in very handsome terms; they merited every praise for their activity and resolution in the midst of the most imminent danger. Captain Watson, of the ship *Severn*, was likewise very active on the occasion.

We are happy in presenting our readers with the following extract of a letter, received by the *Sea Horse* frigate, from a Gentleman residing at Madras, dated May 30, 1802:—

"His Excellency Vice-Admiral Rainier arrived here on the 26th inst. from Trincomale, accompanied by the *Intrepid*, Captain Hargood; *La Sybille*, Captain Adam; *Trident*, Captain Pulham; *Leopard*, Captain Surridge; *Eurydice*, Captain Bathurst; and the *Albatross*, Captain Malcolm. The ships are all healthy. The *Chiffonne*, Captain Stuart, from a cruise, anchored at Bombay, on the 24th of April. The *Centurion*, Captain Rainier, and *La Virginie*, Captain Astle, are in dock at Bombay.

"Captain Foote, of his Majesty's ship *Sea Horse*, has gained the highest praise here, for his exertions in saving the masts and stores of *Le Sensible* frigate, to which service he had been destined by Admiral Rainier:—the ship having filled with water to the gundeck, rendered the operations peculiarly difficult; the nautical skill of Captain Foote, however, surmounted every obstacle, and every thing valuable has been saved from the wreck, except the provisions. The *Sensible* was not lost on the *Molliwally Shoal*, but a few miles to the Southward of it: the accident is said to have been occasioned by a strong Westerly current, from which the error in the reckoning arose."

RUSSIAN AMERICAN COMPANY.

The Russian American Company continues to give more and more extent to this branch of commerce, which, in time, will undoubtedly become of high importance to Russia. It is now employed in a plan which is of the greatest consequence to the trade of Russia. It is going to fit out two ships, which are to sail from Petersburg with a cargo of provisions, anchors, cables, rigging, &c. to sail round the Southern extremity of America, across the South Sea, to the North West Coast of America, and the Aleusian Islands, to supply the Russian establishments there with these necessities, take in a cargo of furs, to be bartered in China for Chinese goods, to make by the way an establishment at Urup, one of the most Southerly of the Kurile Islands, for the greater convenience of the trade to Japan, and then to return from China by the Cape of Good Hope. The ships will be wholly manned with Russians, and the Emperor, who highly approves of the plan, has ordered that the best Officers and Sailors of the Navy may be employed in the expedition.

As this is the first voyage round the world undertaken by Russians, no pains are spared to ensure to the expedition a happy result. The command of the ships is given to Captain Krurnstern, who has been long in the East Indies, and was the first proposer of the plan. For the formation of the establishment at Urup, the Company have engaged an Englishman residing here, at an annual salary of 15,000 rubles for three years, and a *douceur* of 20,000 rubles; he is also to superintend there the building of the necessary ships. Hitherto all the above necessities have been transported a vast way by land carriage, at an enormous expence to the Company. That no time may be lost, these two ships will be purchased at Hamburgh, and will sail on their voyage from that port in October.

THE RUSSIAN EMBARGO.

Extract of a Letter from St. Petersburg, dated August 15, O. S.

(For the authority of this Letter we can particularly answer.)

"Lord St. Helen's quits us in a day or two, having thus far happily settled many differences.

"I have the satisfaction to inform you, that the negotiations on the subject of the restitution due to British merchants by the Court of Russia, have of late been very warmly renewed.

"The statement delivered many months ago by Lord St. Helen's, the British Ambassador, having been objected to by a Committee of the Russian Ministry, appointed to examine with them, chiefly for the indemnification demanded for the shipping, it has been proposed, that those reclamations not liable to objection should be paid, and the other become subjects of future discussion and speedy termination.

"I understand the Emperor has ordered several sums, amounting together to about 600,000 rubles, to be paid to Mr. Shairp, the Consul General, who has managed the detail of the business: it is hoped this will satisfy the Merchants' demands.

"Commissioners, it is said, are to be named to arrange with Mr. Shairp the other demands, on the original equitable footing of restoring for real losses. I hope all may soon be ended, and remain truly."

Naval Courts Martial.

AUGUST 13.

A Court Martial was held at Chatham, on board the *Tamer*, on the Boatswain and his Mate, belonging to the *Driver*, of 18 guns. The former was acquitted, and the latter sentenced to receive 200 lashes.

SHEERNESS, AUGUST 27.

A Court Martial was held this day on board the *Phabe*, at Sheerness, for the trial of the Gunner of the *Ranger*, of 18 guns, for carelessness with respect to the magazine, in consequence of which the ship had been nearly lost. The *Ranger* was at the time employed in conveying volunteers from Deptford to Sheerness, and providentially all the powder was taken out, except such as was kept for the sentinels—this caught fire, and exploded with great violence, setting the ship in flames, and she was saved by scuttling the decks, and half filling her with water. The prisoner was found guilty of negligence, severely reprimanded, and mulcted four months' pay.

PORTSMOUTH, SEPTEMBER 25.

This morning a Court Martial was held on board the *Hercule*, in this harbour, on JOHN SCRIVEN and GEORGE BLANCHARD, marines, of his Majesty's gun-brig *Locust*, for having, when on sentry in the night of the 13th inst. taken away the cutter from the said brig, and deserted to the shore; and also for robbing ANDREW HANLIN, a seaman, of the said gun-vessel, of a watch and a bag of clothes. The charges were proved against SCRIVEN, and he was sentenced to have 500 lashes; and in part proved against BLANCHARD, who was sentenced to have only 200. Capt. SOLOMON FARRIS, President.

PLYMOUTH, SEPTEMBER 10.

A Court Martial was this day held on board the *Centaur*, on Lieutenant BUCHANNON, first of the *Peterell*, for leaving the deck at sea during his watch, and disobedience of orders. The charges being proved he was sentenced to be dismissed the service. Capt. DARBY, President.

13. At a Naval Court Martial held on board the *Centaur*, of 74 guns, Rear Admiral DACRES, in Hamoaze, Commodore DANBY, of the *Spencer*, of 74 guns, President; J. LIDDEL, Esq. Judge Advocate; Lieut. CANNON, of the *Peterell*, of 18 guns, Capt. LAMBON, was tried for neglect of duty on various occasions, and the charges being fully proved, the President and Court sentenced him to be dismissed his Majesty's service.

27. This forenoon a signal for a Court Martial was hoisted at the fore of the *Centaur*, of 74 guns, Rear Admiral DACRES, for the trial of three of the mutineers of the *Albanaise*, of 18 guns, Capt. NEWCOMBE, charged with being concerned in mutinously rising on the officers, and carrying the ship into a Spanish port in the Mediterranean, last year, and selling her and her stores to the enemy.

President. Capt. O. HARDY.

Judge Advocate. J. LIDDEL, Esq.

After the evidence for the prosecution was gone through, and the prisoner's defence read to the Court, and it appearing that P. KENNEDY was the principal ringleader, he was remanded for trial separately, one seaman was acquitted, and one sentenced to receive 300 lashes from ship to ship.

October 5. A Court Martial was held this day on board the *Centaur*, of 74 guns, Rear Admiral DACRES, in Hamoaze, on PATRICK KENNEDY, seaman, of the *Albanaise*, of 18 guns, Capt. NEWCOMBE, for assisting in a mutinous manner to run away with the said ship, and selling her and her stores to the Spaniards. Capt. O. HARDY, President; J. LIDDEL, Esq. Judge Advocate. The charges being fully proved, he was sentenced by the Court to be hung at the fore-yard-arm, of such ship as the Lords of the Admiralty shall direct and appoint in the harbour. He was immediately committed to the custody of the Provost Marshal for security.

8. This day a Court Martial was held on Mr. MITCHELL, Purser of *La Renard*, of 24 guns, just arrived from the West Indies, for disobedience of orders to Lieut. SOUTHCOTE. Capt. O. HARDY, President; J. LIDDEL, Esq. Judge Advocate. After hearing the evidence for the prosecution, and defence of Mr. MITCHELL, he was adjudged to be dismissed the ship. A Court Martial, at the prosecution of Mr. MITCHELL, against Lieut. SOUTHCOTE, for tyranny and oppression, is about to be held on him, previous to the ship being paid off.

EAST-INDIA INTELLIGENCE.

CEYLON, APRIL 19.

ON the morning of the 14th, it blew a tremendous storm from the south-west, with much rain, thunder, and lightning; and about half past seven o'clock a dreadful whirlwind arose in the south-west quarter, which, sweeping the Slave Island, where the Malay battalion is quartered, tore up several large trees by the roots, and demolished the barracks, where fortunately but few of the men remained, it being the commencement of one of the Mahomedan festivals; to attend the celebration of which, a great number had obtained leave of absence. Two men and three children were unhappily killed, and many maimed and bruised. This toofaun, whirlwind, tornado, or whatever it may be called, proceeded on towards the north-east, carrying the tiles off all the houses in its direction, tearing up the planks from the garret stories, and occasioning great apprehension and alarm. It is stated to have shewn itself in the form of a small black cloud, leaving in its track a thick mist, which evaporated soon after its passage into the sea, between the Flag-staff Bastion and Blackenberg's Battery. Luckily its duration was short, or its effects must have been fatal. We learn from the interior, that great devastation has been committed in the cocoa nut groves. The roads in many places are entirely broke up, and the country is completely inundated for many miles round the capital.

His Majesty's ship *Victorious*, Capt. Malcolm, bearing the flag of Vice-Admiral Rainier, arrived in Madras Roads on the 22d of May, in company with his Majesty's ships *Intrepid*, *La Sybille*, *Leopard*, *Trident*, *Eurydice*, and *Albatross*.

The trade of the commanders and officers of the East India Company is gradually on the decline. The private ships, which, according to the arrangements lately made, are permitted to freight from India, return thither with an European consignment, at all periods of the year, and thus the market is constantly kept overstocked. Within the last three months six ships of the above description have sailed for Bengal, and not one of the ships belonging to the East India Company, which are engaged this season, is yet afloat!

A letter received from Bombay, dated in March last, mentions, that the Government of that Presidency had ordered troops to be received on board the Honourable East India Company's ships the *Northampton*, Capt. Robert Barker, and the *Sovereign*, Capt. Gilbert Mitchell. The above ships were supposed to be for an expedition of a secret nature.

September 29. A Court of Directors of the East India Company was held at the India house, when the following Commanders attended, and took their final leave of the Court, previous to their receiving the Company's dispatches, viz. for the Cape of Good Hope, Madras, Bombay, and China, the *Ocean*, Capt. Andrew Patten; and the *Henry Addington*, Capt. John Kirkpatrick. For the Cape of Good Hope, Madras, and Bengal, the *Castle Eden*, Capt. Alexander Cuming; and the *Lord Duncan*, Capt. Anthony Murray. The above are the first ships of this season, and are appointed to be dispatched about the middle of next month.

The Honourable the East India Company's ship the *Dover Castle*, Capt. Peter Sampson, which arrived off the Island of Lintin, China, on the 29th of March last, received on board from his Majesty's ship *Arrogant*, Captain Osborn, a-

detachment of his Majesty's 78th regiment, and a proportion of Bengal European artillery, to act on board as marines and gunners; the sepoys from the Dover Castle were received on board the Admiral Rainier transport. The Telegraph packet, Capt Henry Morse Samson, which sailed in October last for China, with the news of Peace, has, no doubt, arrived at Canton with the above acceptable intelligence.

The Honourable Company's cruiser the *Mornington*, Lieutenant Frost, left Diamond Harbour on the 12th of May, in prosecution of her voyage to Rangoon, whither she conveys Lieutenant-Colonel Symes, of his Majesty's 76th regiment, and suite, on his embassy to the King of Ava.

The ship *Althea*, Capt. A. Roberts, is hourly expected to arrive from Madras. The passengers by this ship are, N. P. Rees, Esq. to St. Helena and the Cape of Good Hope, for the benefit of his health; and Lieutenant Booth of his Majesty's 76th regiment, for Europe.

We have the satisfaction to announce the safe arrival at Portsmouth, on the 4th of October, of his Majesty's ship the *Seahorse*, Capt. Edward James Foote, which sailed from Portsmouth on the ninth of September, 1801, with the following ships under convoy, viz. The *Ann*, *Caledonian*, *General Stuart*, and *Monarch*, for Madras; the *Northampton* and *Sovereign*, for Bombay; the *Sarah Christiana* and *Comet*, for Bengal; the *Manship*, for Ceylon and Bengal; and the *Princess Mary*, for Saint Helena and Bengal.

The *Seahorse* left Madras Roads on the 31st of May last, in company with *Anna*, Capt. Scott; arrived at St. Helena the 21st of August, and sailed from thence the 26th following, at which time not any ship was at the island.

The dispatches for the Hon East India Company, brought by the *Seahorse*, from the government of Fort St. George, were brought to the India House from Portsmouth.

The total number of extra ships to arrive, in the service of the Honourable East India Company, amounts to twenty, viz. the *Manship*, *Comet*, and *Princess Mary*, from Bengal—these ships were at the Presidency in March; the *Caledonian*, *General Stuart*, and *Ann*, from Madras—they were dispatched from Bengal, and arrived there the fourth of March; the *Sovereign* and the *Northampton*, from Bombay, were loading for Europe on the third of February, but ordered to receive troops on board. The above eight ships are of season 1801. —The following number are to arrive of this season: eight from Bengal—the *Tellicherry*, *Herculean*, *Admiral Aplin*, *Lord Eldon*, *Sir William Bensley*, *Devaynes*, *Tottenham*, and *Minerva*; the *Fame* and *Culland's Grove*, from *Bencoolen*; the *Travers*, from Bombay; and the *Skelton Castle*, from Madras.

October 6. A Court of Directors was held at the East India House, when the following ships were taken up, and consigned to China direct: *Warley*, 1,200 tons, Captain H. Wilson; *Woodford*, James Martin, Earl of Abergavenny, 1,200, J. Wordsworth. They are to be in the Downs the 12th of April.

Capt. N. Dance was sworn into the command of the new ship building by Mr. Larkin, for Bombay and China.

Oct. 7. The dispatches for Madras, Bombay, and China, were finally closed at the East India House, and delivered to the pursers of the respective ships appointed to carry them.

The following Gentlemen proceed to Bombay in the Ocean: Mr. Anthony Seymour, James Athen, and William Cunliffe Whitehead, volunteers for the marine.

His Majesty's ship *La Sensible*, according to a letter from Madras, struck on the third of March, at two o'clock in the morning, on a quick sand, about twenty miles to the southward of Moldavia, in the Island of Ceylon. Capt. Sauce, his officers, and crew, exerted every possible means to get her off, until seven o'clock in the evening of the fourth, when finding the water gaining fast on the pumps, they were obliged to quit her. The *Sensible* frigate had treasure on board to a considerable amount, the whole of which has been saved.

A letter from Madras, dated the fourth of April, says, "It is with peculiar regret that we announce the total loss of the ship *Fort St. George*, Capt. Kemp, on *Diamond Island*; this intelligence was received from the commander of a country vessel, who fell in with one of her boats, having six men and an officer on board, and steering for *Rangoon*, in order to procure the means of saving the remainder of the *Fort Saint George's* officers and crew. Capt. Kemp, with his wife (an amiable and accomplished Lady), and the whole of the crew, had, we are informed, reached the shore with considerable difficulty and exertion.

The new ship of 1,200 tons burthen, building by John Pascal Larkins, Esq. for the service of the Hon. East India Company, this season, is to be called the *Warren Hastings*, the command of which is to be given to Captain Thomas Larkins. This ship is consigned to China direct, and is appointed by the Court of Directors to come afloat on the 23d of January, and in the Downs on the 14th of March.

The East India Company's ship the *Princess Charlotte*, Capt. Benjamin Richardson, is the only ship to arrive from the *Molucca Islands* with spice. This ship is supposed to have arrived at *Amboyna* in November.

The *Hope*, Capt. James Horncastle, is the last ship to be dispatched of the number taken up by the Honourable East India Company this season, to proceed to *Canton*; she is to be afloat on the 21st day of February next, and to be in the Downs on the 12th of April, with the *Earl Spencer* and the *Preston*, and a new ship of 1,200 tons, built by Henry Bonham, Esq.

The improvements making on the *Island of St. Helena* are of such a nature as to afford much accommodation to the settlement. A building is erected near the beach, for the entertainment of the sailors, who, in consequence, will have no occasion to pass the *Sea Gate* to get into the Valley. No stranger is suffered to go into the country, without having previously obtained a regular pass from the Governor of the *Island*. All the Company's waste land is to be let on lease, for the purpose of being cultivated.

The Company's ships the *Manship*, Capt. John Logan; the *Comet*, Capt. Thomas Larkins; and the *Princess Mary*, Capt. Andrew Grievs, are expected daily from *Bengal*. They were left at the *Presidency* in March last, nearly loaded with cargoes for *Europe*.

OE. 13. A Court of Directors was held at the East India House, when Capt. Archibald Hamilton was sworn into the command of the *Bombay Castle*, destined to *Bombay* and *China*, in the room of Captain John Hamilton, who has resigned.

We have the satisfaction to announce the safe arrival in the Downs of the ship *Althea*, Capt. A. Roberts, from the *Presidency of Bengal*, which place she left on the first day of May last. The Purser arrived yesterday at the India House with his dispatches. The *Althea* left the *Island of St. Helena* on the 21st day of August, and has on board the following passengers, viz. Lieut. John Campbell, of his Majesty's 19th regiment of foot; Lieut. Booth, of the 76th ditto. The *Althea* sailed from *St. Helena* with the *China* fleet, lately arrived.

The following new ships, taken up by the Honourable East India Company this season, are now ready to launch, viz. from *Randall's dock*, a ship of 800 tons, to be commanded by Capt. T. G. Murray; a ditto of 1200 tons, to be commanded by Capt. M. Craig; a ditto of 800 tons, to be commanded by Capt. John Price, from *Perry's dock*; a ship of 1200 tons, to be commanded by Capt. William Tryon White, and a ditto of 800 tons, to be commanded by Capt. William Gelston. From *Dudman's dock*, a ship of 1200 tons, to be commanded by Capt. Robert Hudson; and a ditto of 800 tons, to be commanded by Capt. Charles Lennox. From *Pitcher's dock*, a ship of 1200 tons, to be commanded by Capt. Nathaniel Dance; and a ditto of 800 tons, to be commanded by Capt. Thomas Hudson. From *Barnard's dock*, a ship of 1200 tons, to be commanded by Capt. Thomas Larkins; and a ditto of 800 tons, to be commanded by Capt. George Robertson.

The first store-ship to sail for the island of St. Helena this season is the new ship the *Royal George*, Capt. John F. Timins: she is to be in the Downs on the 15th of December. The next ships to be dispatched for the said island and Bengal, are the *City of London*, built by Mr. Curtis, and a new ship of 800 tons, to be in the Downs on the 14th of January, 1803; and the last store-ship for St. Helena and Bengal is a new ship of 800 tons, Capt. William Gelston, to be dispatched on or before the 29th of March, making in all four store ships this season.

It is with much concern we state the loss of the *Earl Talbot* East Indiaman, commanded by Captain John Hamilton Dempster. This ship encountered a violent storm in the Chinese seas about the end of the year 1800, in which the ship was lost, and every soul on board perished. Among the unhappy sufferers on that melancholy occasion was Sir James Dalrymple, Bart. of Hailes, the second officer.

PLYMOUTH REPORT,

FROM SEPTEMBER 24 TO OCTOBER 22.

Sept. 25. Wind E. S. E. Fair. Sailed, after having been thoroughly repaired, the *White Eagle* Danish East Indiaman, for Tranquebar; in turning out of Catwater to go into the Sound, she anchored for the tide to wait there, but missing stays near Turn Chapel, she was obliged to bring to at an anchor for some hours, and by the exertions of the pilot, she was got into safety, and sailed on her outward bound passage to Tranquebar, with a fine wind at E. N. E. *La Decade*, 44 guns, which came in a few days since from Jamaica, had only one days provisions on board, with the same quantity of water, being so long on her passage.

26. Wind S. E. Fair. A seaman saved by accident out of the *Nimble* packet boat, from this place to Portsmouth, (with 75 passengers,) off the Proule Head, about a fortnight since, has arrived here and made a deposition before the Justices; he states, that she was ran foul of by a large ship off the Bolt Tail, and started a butt end at some distance from the shore, she parted in two, when he luckily took to the boat, and tried to save the master of the *Loire*, of 44 guns, who held as long by the stern as his strength would permit, but being quite exhausted, at length went down; this man was the only person saved—Drowned, Mr. Bennett, the Captain of the *Nimble*, the Master of the *Loire*, his wife, and four children; 1 lieutenant Kelly of the Royal Navy, son of the Honourable Mrs. Kelly (Aunt of Lord Boringdon,) and 67 discharged seamen and their wives.

27. Wind S. W. Cloudy. The *Temeraire*, of 98 guns, Rear Admiral Campbell; the *Majestic*, of 74 guns, Captain Gould; the *Audacious*, 74 guns, Captain Peard; lately arrived from the West Indies, took only at Port Royal, Jamaica, eight weeks provisions and water; they were eleven weeks on their passage owing to baffling winds, and three weeks at one quarter allowance of beef, bread, and water, and when they came to in Cawsand Bay, they had scarce enough left for a days consumption.

28. Wind N. N. E. Fair. Came in the *Eagle*, Excise cutter. Captain Ward, with a fine smuggling cutter called the *Swift*, (formerly the *Bonaparte* French privateer,) with 500 tubs of brandy, after a long chase within the limits of the Dodman. Sailed on a cruise against the smugglers, the *Ranger* cutter, Captain A. Frazer. Orders came down this day for the *Audacious*, of 74 guns, Captain Peard, to go to Portsmouth, to be paid off the first fair wind.

29. Wind N. N. E. Fair. Came in from a cruise against the smugglers, the *Galatea*, of 36 guns, Captain Wolfe. A signal has been flying all day at Maker Tower for a fleet from the westward, supposed to be from the Straits. Yesterday there was an amazing great sea in the Sound, which rushed into the pool, with great violence, and as suddenly receded.

32. Wind N. N. E. Fair. Went into Barnpool, preparatory to her going up the Harbour to be paid off, the *Temeraire*, of 98 guns, Rear Admiral Campbell. This day the *Foimidable*, of 98 guns, Captain Grindall, was paid off, her crew discharged, and laid up in ordinary. Several vessels lying in Sutton Pool previous to the crews going on board for the night, were boarded by a set of lumpers and water pirates, who got clear off with a great deal of booty undiscovered.

Oct. 1. Wind N. N. E. Fair. This day one of the mutineers of the *Albanaise*, of 18 guns, Captain Newcombe, received a severe flogging round the fleet, and was afterwards sent for cure to the Royal Naval Hospital.

2. Wind S. E. Fair. Sailed the *Glenmore* frigate on a cruise to the eastward. Last night there was the most vivid lightning ever seen in the west of England, but fortunately it did no damage to the shipping. Came in a large Danish ship with timber for the dock yard from Dantzic, she went up the harbour to unload. By a late regulation of the Navy Board, all the yards, spars, top-masts, and running rigging on board each ship, are to be stowed away on the lower gun deck; the boats are also to be stowed away in the Captain's state-room, and each ship in ordinary is mustered once or twice a day, and sometimes in the night.

3. Wind N. E. Fair. Mr. Eastlake, Coroner, took an inquest on the body of a seaman found drowned in the Pool of Sutton: it is supposed he fell over the Barbican intoxicated and was evidently robbed of his wages, as his pockets were turned inside out—Verdict. *Accidental Death*. Yesterday the *Majestic*, Captain D. Gould, was paid off and laid up in ordinary. Several seamen have been lately defrauded of their hard earned wages, by a set of swindlers, pretending to be brokers and agents; one man lodged 61l. in an auctioneer's hand, who set off for Virginia; another sailor was swindled out of 30l. in a similar way; rewards for their apprehension have been offered.

4. Wind S. W. Blows Hard. This day near 500 Irish seamen shipped themselves for Cork, Waterford, Wexford, and Dublin. Went out of dock, the *Culloden*, of 74 guns, after being thoroughly repaired. Went into dock, the *Impetueux*, of 84 guns, and remains in dock with the *Tonnant*, of 84 guns; *Mars*, 74 guns; *Terrible*, 74 guns; and *Fisgard*, 48 guns, to be repaired. Alongside the Jetty Head, waiting to go into dock, the *Boudroyant*, of 84 guns. Went up the harbour to refit, the *Peterell*, of 18 guns, Captain Lamborn.

5. Wind S. W. Blows Hard. Came in from Grenada, after a passage of 7 weeks, with rum and sugar, the *Thomas Brig* of this port; the crew since the vessel was in soundings, have behaved very disorderly, T. Lockyer, Esq. very properly discharged them all, and shipped a new crew.

7. Wind N. W. Showery. The *Temeraire*, of 98 guns, Rear-Admiral Campbell, was paid off this day in Hamoaze, and her crew discharged. Went up the Harbour, the *Syren*, of 32 guns, to be stripped, paid off, and laid up in ordinary. The 9th regiment of foot are expected here to relieve the 26th, or Cameronian regiment of foot, in Dock barracks; the 9th embark on board the *Amazon*, of 32 guns, *Magicienne*, of 36 guns, and *Amelia*, of 44 guns, at Long Reach in a few days. The seamen of the *Temeraire*, of 98 guns, paid off, put on crape hatbands round their straw hats, in memory of the mutineers in that ship, who were executed for the mutiny in Bantry Bay last year.

8. Wind S. W. Rain. No arrivals or departures.

9. Wind S. W. Rain. Orders came down this day for the overplus Royal Marines, which are discharged from the ships paid off at this port, to occupy Mill Bay Barracks, which are fitting up for that purpose, for 600 rank and file. Several additional gangs of shipwrights, are, by order of the Board of Admiralty and Navy Board, to be put on that beautiful ship the *Hibernia*, of 120 guns, now building in this yard, by which exertions they have got in her orlop beams, and her lower deck floored, which are considered as the heaviest parts of building a ship of war.

10. Wind S. W. Fair. Last night a gang of fresh water pirates and lumpers succeeded in cutting away the best bower anchor from a brig, lying in the Tamar Canal, Morris Town, and got off undiscovered. Came in from a cruise, the Arrow, of 24 guns, and Porcupine, 24 guns; the latter went up the Harbour to be paid off.

11. Wind W. Fair. The Mars, of 74 guns, hogged some weeks since in hauling out of dock to make room for the Commerce de Marseilles, of 120 guns, broken up, is now in dock, and almost repaired. The Foudroyant, of 84 guns, Cæsar, of 84 guns, and Sans Pareil, of 84 guns; are now hauled alongside the Jetty Head, preparatory to going into dock to be repaired, when the ships now in dock go out. Quantities of serviceable beams, knees, and other timber, have been saved from the Commerce de Marseilles, broken up, which will be converted to many useful purposes in the repairs of the ships in dock. The Syren, of 32 guns, is now quite stripped, and will be paid off in a few days. The dock yard artificers were this day paid six months wages, and as usual had an half holiday.

12. Wind S. W. Showery. The Porcupine, of 24 guns, arrived this day from the West Indies, and went up the harbour to be paid off and laid up in ordinary. This morning four discharged seamen were committed to Exeter goal, for robbing a comrade of his wages. Came in from Jamaica, after a passage of seven weeks, last from Bantry Bay, La Topaze, of 36 guns, Captain Honeyman; she left the island healthy, and the greater part of the ships full of sugars and rum, had sailed for London, Bristol, Dublin, and Liverpool. Came in after a very long passage, the Earl St. Vincent, with rum and sugar for this port; she was becalmed in trying to get through the windward passage, and was at length obliged to bear away for the gulph of Florida; she was given up for lost, and 25l. per cent on her cargo, 4000l. actually offered, and refused. Came down from the Admiralty, dispatches of importance for Vice-Admiral Sir R. Bickerton, Commander in Chief in the Straits; Rear Admiral Dacres sent them with his usual promptitude on board the Pickle Cutter, which sailed directly for the Straits.

13. Wind N. W. Fair. So great a quantity of powder has been landed from the different ships paid off here, that Keyhorn Point magazines are quite full, and the Prudent store ship, has been fitted up in the lower part of the harbour to receive powder. Mr Whitford, Coroner for Devon, took an inquest, at Yealm River, on a sailor boy, who was killed by a cask of gun rolling over him. Verdict, *Accidental Death*.

14. Wind N. N. E. Fair. This day the Syren, of 32 guns, was paid off and laid up in ordinary. Came in the Atalante, of 18 guns, Captain Mansfield, with a fine smuggling cutter of 80 tons, called the Admiral Role, of Exeter, with 170 ankers of spirits, taken after a long chase; she was seized some months since at Weymouth for having an over quantity of spirits on board, and was liberated on bond being given to the Board of Customs and Excise. Came in the Glenmore, of 36 guns, from a cruise, and anchored in Cawsand Bay; she, the Giseau, of 36 guns, La Venturion, of 18 guns, and Childers of 14 guns, are to take on board for Leith, as soon as the 9th Regiment arrives from the Nore, the 26th, or Camerons Regiment of Foot, now in the Dock Line Barracks.

15. Wind E. S. E. Fair. This morning the death warrant signed by his Majesty, came down from London for the execution to-morrow of P. Kennedy, the mutineer of the Albanais, of 18 guns, Captain Newcombe, sentenced for death about a week since, he is to be executed to-morrow at 10 A. M. on board the Hussar, of 36 guns, Captain P. Wilkinson. Sailed the Arrow, of 18 guns, to the eastward. Three packets were landed from the Earl St. Vincent, from Jamaica, sent from St. Domingo to Port Royal, which were put into the Post Office, to be forwarded to Paris.—One was directed to Bonaparte, *Chef Consul de la Republique François, à Paris*; the 2d to Talleyrand, *à Paris*; and the 3d to Duroix, *à Paris*.

16. Wind E. S. E. Fair. Came in from Curaçoa in damage, the Betsey, Baker, for London, with mahogany and other woods; on her passage she ex-

perienced very bad weather, and in a violent gale of wind carried away her bowsprit and foremast, and is very leaky, she ran up Catwater to refit before she can proceed to London. This morning at 8 o'clock, the signal of the yellow flag for an execution was made at the fore of the Centaur, of 74 guns, Rear Admiral Dacres, it was repeated on board the Hussar, of 36 guns, Captain Wilkinson; a procession of all the boats of the fleet, manned and armed, rowed alongside the Hussar in Hamoaze, after some time spent in prayer with Father Flynn, a Roman Catholic Priest, and having received extreme unction, Henry Kennedy, the prisoner, attended by the Provost Martial with a drawn sword, ascended the gangway, and walked with a firm step to the platform, where acknowledging the justness of the sentence, the fatal bow gun fired, and he was launched into eternity at the starboard fore-yard arm: after hanging one hour, he was lowered into a shell, and conveyed to the Royal Naval Hospital for interment.—He was a fine young man of 24 years old, and a native of Ireland, and was at the time of being discovered as a mutineer, confined in Bridewell for a robbery, being sentenced to six months imprisonment; he has left his prize money, which is considerable, between Mr Ford, Keeper of the Bridewell, and Mr. Swete, Sheriffs Officer for the County of Devon.

18. Wind S. W. Rain. Yesterday at St. Andrew's Church, Lieutenant Southcote (of La Renard, of 24 guns, Captain Cathcart,) was publicly excommunicated from the church for not appearing, or putting in, a proper answer to the Citation of the Spiritual Court of the Archdeaconry of Totness, Devon, for sundry charges alleged against him by his wife; but as he was absent on service at Jamaica, it is hoped by paying his fees, and making a proper apology for contempt of court, he will be restored to his former situation in society; he is also to be tried on a charge of tyranny and oppression to Mr. Mitchell, late Purser of La Renard.

19. Wind S. W. Rain. Came in a trawl boat from the fishing ground, about 8 leagues S. E. of the Idystone, the men on board while trawling, perceived two puncheons floating towards them, they took the boat, and towed them alongside, it was supposed at first they were part of some wrecked Jamaica-man, but on examination, there appeared part of a direction for Cork, therefore it is imagined they are part of the cargo of some Irish trader from London to Cork. La Topaze, of 36 guns, Captain Honeyman, sails to-morrow or Wednesday, for Sheerness, to be paid off.

20. Wind S. W. Rain. Last night and this morning it blew an hurricane at S. W. with a most dreadful hollow sea in the sound, by signal from the flag-ship, all the men of war struck yards and topmasts, as the gale increased very violently at 11 P. M. and there fell the heaviest shower of hail-stones ever remembered in this country; providentially the gale abated in the morning without the slightest damage to the shipping. Orders came down this day for three ships of the line, among which is the Spencer, of 74 guns, to be got ready for commission. At 10 A. M. an express arrived at the Admiral's Office, Dock, with dispatches said to be of importance, to be put on board two fast sailing vessels; the Childers, of 14 guns, Captain Delafont, and La Venturion, of 18 guns Lieutenant J. Jump, were ordered to victual for four months directly; all was hurry and bustle, Rear Admiral Dacres with his usual promptitude, immediately put the dispatches on board these two vessels, and with them sealed orders with respect to their destination, not to be opened until they got 20 leagues S. W. off Scilly; La Venturion and the Childers sailed this afternoon. Went into Cawsand Bay, the Sirius, of 36 guns, Captain Prowse, to wait for orders.

21. Wind S. W. Blows Hard, Rain. Came in La Concorde, of 36 guns, Captain Ward, from Spithead, she came to an anchor in Cawsand Bay, to wait for dispatches. Orders came down this day to get ready 3 line of battle ships in this harbour for commission. Last night it blew an hurricane at S. W. the Oiseau, of 36 guns, dragged her anchors, and fired several guns of distress, but the weather moderating towards the morning, craft came from the dock yard, and she moored again in safety.

PORTSMOUTH REPORT,

FROM SEPTEMBER 23, TO OCTOBER 20.

September 23. This morning sailed the *Glatton*, of 54 guns, Captain Colnett, with convicts on board for New South Wales. Went out of harbour, the *Raven*, 18 guns, Captain Swaine. She has been re-commissioned. This afternoon sailed the *Starling* gun-vessel for Jersey, to fetch the stores, &c. saved from *La Pomone*, lost in St. Aubin's Bay, Jersey.

24. Last night, after post, arrived the *Carriere*, 36 guns, Captain Maitland, from Malta; and the *Ceres* troop ship, Captain Jones, from Jamaica, with part of the 63d regiment on board. This morning arrived the *Andromeda*, 36 guns, Captain Fielding, from Martinico. She sailed from Port Royal the 21st of August, where she left the *Excellent*, Commodore Stopford; *Severn*, Captain Barker; the *Castor*, *Venus*, and *Thalia* frigates; and *Drake* sloop of war. The *Busy* was lying at Trinidad, the *Surinam* at Tobago, and *L'Heureux* at Barbadoes. General Grinfield and suite arrived, in the *Chichester*, at Martinico, on the 16th ult. Also, arrived the *Druid*, armed en flute, with part of the 63d regiment on board from Jamaica; *Diamond* frigate, Captain Elphinstone; and *Alcmene* frigate, Captain Stiles, from the *Texel*. We have the pleasure to learn by these ships, that the *Fortunée* frigate, Captain Clements, which sunk in consequence of her striking on a sandbank in going into the *Texel*, is weighed, and is now on her way to this port, accompanied by the *Magicienne* frigate, Captain Vansittart. Came into harbour, the *Athenienc*, 64 guns, Captain Sir Thomas Livingston; and the *Carriere*, Captain Maitland, to be paid off.

The *Pomone* frigate, Captain Gower, which sunk in St. Aubin's Bay, has been weighed, and towed into Jersey. Several artificers are ordered from the dock yard to repair her. Sailed the *Phœbe*, 36 guns, Hon. Captain Capel, for the Mediterranean: Lord Althorpe (son of Earl Spencer) and Major Hardyman are gone passengers in her. The *Southampton* frigate, Captain Cole, was paid off this morning, and laid up in ordinary. The *Nimble*, Plymouth passage vessel, which sunk off Salcombe, has been weighed, and towed into that harbour. Sixty-three riggers were yesterday discharged from the dock yard.

27. Arrived the *Amphion*, 32 guns, Captain Hardy, from a cruise. Sailed the *Druid*, armed en flute, Captain Cottrell, to the eastward, to be paid off; and the *Charger* and *Locust* gun-vessels on a cruise. The *Tromp* has made the signal to come into the harbour. The *Alcmene* frigate, Captain Stiles, is ordered to Jersey.

28. Arrived this day, his Majesty's ship *Decade*, from the West Indies.

29. Sailed for Shields, his Majesty's late hired transport *Monarch*, Captain John Joseph Hall. Came into harbour his Majesty's ships *Tromp* and *Decade*.—The following ships with troops will sail early to-morrow, if the wind remains as it now is, S. S. W. *Ark*, *Jane*, and *Henry*, with the 92d regiment, for Leith.

October 1. Arrived the *Starling* gun-vessel, from Jersey: she will sail again to-morrow for the same place, with two companies of shipwrights to repair *La Pomone*. Sailed the *Pylades* sloop of war, Captain Burrowes, to the eastward. Came into harbour, the *Morgiana* sloop of war, Captain Raynsford, to be paid off. The *Amphion* frigate, Captain Hardy, is appointed to take the *Ambassador* to Lisbon.

2. Captain Masfield, of the *Atalanta* sloop of war, yesterday sent into this port a large smuggling vessel, laden with 360 casks of spirits, and 20 hales of tobacco.

Remain at Spithead and in harbour.

<i>Neptune</i>	-	98
<i>L'Hercule</i>	-	84

Captain Drury	—	Ferris
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Donnegal	80	Captain Sir R. Strachan.
Blenheim	74	{ Admiral M. Milbanke. Captain Bover. Sir T. Livingston.
L'Athenienc	64	
Trompe	54	
Carriere	44	—— Ratset.
Ulysses	44	—— Maitland.
Acasta	40	—— Columbine.
La Pique	40	—— J. A. Wood.
Diamond	38	—— Cumberland.
Leda	38	—— Elphinstone.
Concorde	36	—— J. Hardy.
Dryad	36	—— J. Wood.
La Decade	36	—— R. Williams.
Penelope	36	—— Rutherford.
Amphion	32	—— Broughton.
Alcmene	32	—— T. M. Hardy.
Andromeda	32	—— Stiles.
La Determinée	24	—— Fielding.
Port Mahon	18	—— Skene.
Racoon	18	—— Grosset.
Raven	18	—— Rathborne.
La Sophie	18	—— Swaine.
Milbrooke	18	—— Rosenhagen.
Morgiana	16	Lieut. Starck.
Neticy	16	—— Raynsford.
Advice (tender)	6	—— Lawrence.
Express (tender)	6	—— Nourse.

4. Arrived, the Seahorse frigate, Captain Foote, in four months and five days, from Madras; also, the Hydra, 38 guns, Hon Captain Paget, from the Mediterranean; and the Glenmore, of 36 guns, Captain Maitland, from Plymouth.

5. Yesterday morning, about a quarter past six, a sudden violent gust of wind, or whirlwind, came on, and lasted about twenty minutes: it carried every thing almost before it, and we are concerned to state, that it occasioned the overturning the ship Thames, from the West Indies, at the back of the Isle of Wight, and the ship and the whole crew were in a moment lost. A ship or two were in sight, but felt themselves so much of the hurricane, that they could render no assistance.

8. This morning arrived the Ranger sloop of war, Captain Coote, with new raised seamen from Deptford; and the Starling gun vessel from Jersey. This evening arrived the Haerlem, armed en flute, Captain Northey, from the Mediterranean. The Carriere, Captain Maitland, and the Andromeda, Capt. Fielding, are paid off, and laid up in ordinary. Sailed the Glenmore frigate, Captain Maitland, for Plymouth. Came into harbour the Hydra, Hon. Captain Paget, and the Seahorse frigate, Captain Foote, to be paid off.

10. Arrived the Fairy sloop of war from the West Indies. Yesterday a seaman belonging to the Ranger sloop of war, Captain Coote, at Spithead, jumped overboard, with an intent to drown himself, but was prevented from effecting his purpose by a Black, who immediately jumped after and saved him. Capt. Masefield, of his Majesty's ship Atalante, in the course of last week, took and sent into port a lugger with 170, a sloop with 120, and a large boat with 400 ankers of spirits.—By the Pallas, Chambers, from Jamaica, we learn the loss of the Thames homeward bound West Indiaman, in the dreadful hurricane of Monday last, at the back of the Isle of Wight, and that every soul on board perished. The Pallas would have shared the same fate, had not her sails split, by which she righted. The Haerlem troop ship, which arrived last night from Malta, has brought home about 500 troops, consisting of detachments of the 20th, 35th, and 63d regiments.

11. Arrived his Majesty's ship *Liberty*, Lieut. Cook, from the Mediterranean, and his Majesty's ship *Haerlem*, from Gibraltar, last from Cork, where she performed her quarantine.

12. Sailed the *Alcmene* frigate, Captain Stiles, with troops for Jersey.—Arrived the *Fairy* sloop of war, from the West Indies, and sailed again to the eastward, to be paid off. Arrived the *Liberty* brig, Lieutenant Cook, from a cruise. The *Decade* frigate, Captain Rutherford, is paid off, and laid up in ordinary.

13. Sailed the *Sophie*, 18 guns, Captain Rosenhagen; *Raven*, 16 guns, Capt. Swaine; with troops, for Jersey; and the *Rambler* brig, Captain Innes, on a cruise. Arrived the *Aggressor* gun-brig, from Plymouth. This morning passed by the Isle of Wight, for the Downs, the ship *Alexander*, James Dent, master, in 60 days from Grenada, bound to London. She met with a heavy gale of wind on the 24th ult, which carried every thing off her deck.

14. Arrived a store ship from the Downs. Sailed the *Haerlem* man of war to the eastward.

15. On Wednesday night, about twelve o'clock, an express arrived here from Government, with a packet, which was immediately sent on board the *Concorde* frigate, Captain Wood, who sailed early yesterday morning (Thursday), it is conjectured, for the Mediterranean. The *Concorde* was not under sailing orders; the business, therefore, must be of the most urgent nature and of the last importance. Arrived the *St. Fiorenzo*, 40 guns, Captain Bingham, and *Constance*, 28 guns, from the eastward. The *Liberty* cutter is ordered to the eastward to be paid off.

16. Dispatches of great importance from Admiral Sir Richard Bickerton and Sir Alexander Ball, at Malta, were brought home in the *Liberty* brig, which arrived here on Monday last.

18. Orders were received here yesterday to put the *Apollo* and *La Loire* frigates into commission immediately. This morning the *Supply* brig sailed express with sealed orders, and with such dispatch as not to have an opportunity of carrying vegetables on board. Two line of battle ships are ordered with all possible expedition to take in provisions and stores for the Mediterranean station.—It is strongly reported this day, that three frigates, lately paid off and laid up in ordinary, are ordered to be commissioned, and that the *Blenheim* is ordered for sea.

19. Arrived the *Niger* frigate, with troops from Gibraltar, and is under quarantine. The *Hazard* sloop of war is ordered to be got ready for sea immediately.

Promotions and Appointments.

Capt. A. J. Griffiths is appointed to the command of the *Constance* frigate.

Captain R. Curtis, of his Majesty's sloop *Rattlesnake*, to the *Suffolk*, *vice* Clarke.

Lieutenant Brown, late of the *Centaur*, is promoted to the rank of Commander.

The Commander (name unknown) of the *Hindustan* armed ship, to the *Rattlesnake*, *vice* Curtis, promoted.

Lieutenant Fothergill, of the *Lancaster*, who so nobly defended the *Rattlesnake* against the *Preneuse* French frigate, in Algoa Bay, to be Master and Commander of the *Hindustan*.

Captain W. O'Brien Drury, to the *Neptune*, 98 guns.

Captain Inglefield, to the *Hunter*.

Captain Mudge, to the *Blanche* frigate.

Captain Cathcart, to the *Renard*, 24 guns, *vice* Captain Spicer.

The *Amphion* frigate, Captain Hardy, is appointed to take the *Ambassador* to Lisbon.

BIRTHS.

September 14. at Clifton, near Bristol, of a daughter, the Lady of Captain James Ross, Royal Navy.

On Tuesday, Sept. 28, at Godalming in Surrey, the Lady of Captain Ballard, Royal Navy, of a daughter.

On the 4th of October, at Blackheath, the Lady of Captain Buckle, Royal Navy, of a son.

At Stonehouse, Devon, the Lady of Captain H. Bright, Royal Marines, of a son.

MARRIAGES.

At Calcutta, in May last, F. Bilbie, Esq. Purser of La Sybille, to Miss C. Warren.

Tuesday, Sept. 28, Lieutenant Atkins, of his Majesty's ship *Concorde*, to Miss Martha Edgcombe, of Portsea.

September 29, at Windlesham, in Surrey, Captain Robert Mends, of the Navy, to Miss Butler, daughter of the late James Butler, Esq. of Bagshot in the same county.

On Saturday, the 2d of October, at Greenwich, by Dr. Taylor, Captain Crozier, to Miss Hannah Pearson, second daughter of Sir Richard Pearson, Lieutenant Governor of the Hospital.

Lately, at Alverstoke, Lieutenant Ross, Royal Navy, to Miss Mitchell, of Gosport.

On the 8th of October, Captain Stephen Poyntz, Royal Navy, to Miss F. Brall, of Hambleton, Hants.

At Stonehouse Chapel, near Plymouth, 13th of October, Captain Whitby, of the *Belleisle*, to Miss Symonds, daughter of the late Captain Symonds, of the *Formidable*, 98 guns, on the glorious 12th of April 1782.

OBITUARY.

On the 5th of August last, at the Havannah, of the yellow fever, greatly regretted by his parents and friends, Lieut. Richard Payne, of the *Leviathan*.

On the 22d of August last, at Port Royal, Jamaica, aged 22, Augustus Leveson Gower, Esq. Captain of his Majesty's ship *Santa Margaretta*, of 36 guns, fourth son of the late Hon. John Leveson Gower, Rear-Admiral of the Red. His body was brought to Port Royal, and interred in the Church-yard. His funeral was attended by Admiral Sir J. T. Duckworth, K. B. and the principal Officers of his Majesty's ships on the station, and a detachment of the 4th battalion of the 66th foot, who fired three volleys over the grave.

Lately, in the Royal Naval Hospital, Plymouth, Lieutenant M. Wills, Royal Navy.

We are particularly sorry to record the untimely Death of a most promising young Naval Officer, the only son of the brave and good Admiral John Holloway, who died lately on board the *Narcissus*, during her passage from Leghorn to Palermo. Mr. Holloway was scarcely thirteen years of age, but had served four years and a half actually at sea. He was on board the *Venerable* with Captain Hood, in the actions at Algeziras and off Cadiz, and in his letter to Admiral Holloway, Captain Hood was pleased to say,—*YOUR BOY BEHAVED AS HE OUGHT.* Mr. Holloway was buried with becoming honours, by the permission of his Sicilian Majesty, in a Grotto Garden at Palermo, near the remains of a British Minister, Beauminster. They who best know the Father, will lament that so fair and correct a copy of his professional merit is thus lost to our country.

Lately, at Trincomalé, Lieutenant Nailor, late Second Lieutenant of his Majesty's ship *Sensible*.

At Bombay, Lieutenant Bird of the Marines.





SIR THOMAS GRAVES K.B.

Rear Admiral of the White Squadron



SIR THOMAS ... F.R.S.

Great ... of the ...

BIOGRAPHICAL MEMOIRS OF
SIR THOMAS GRAVES, K. B.
REAR-ADMIRAL OF THE WHITE SQUADRON.

Valiant and virtuous, full of haughty courage,
And grown to noble credit by the wars.
Not fearing death, nor shrinking from distress,
But always resolute in most extremes.

SHAKESPEARE.

WE have a peculiar satisfaction in recording the exploits of those heroes, who, as it were, have hereditarily been employed, and distinguished themselves, in the naval service of their country. Among these are branches of the families of Hood and Saumarez, on whose gallant actions we have often dwelt with national pride and satisfaction, happy in the feeling of belonging to a country, which has produced such defenders, and secure in the conviction, that should the hour of danger again arrive, some of these warriors, or their descendants, will appear in arms to avenge their country's wrongs, and vindicate her honour.

Among the names which hold a distinguished place in the annals of the British Navy, that of GRAVES will long be mentioned with admiration and respect. Sir Thomas Graves is the son of a clergyman who settled in the north of Ireland, and had an exceeding large family; four of whose sons, viz. Samuel, John, our present subject Thomas, and Richard, after a considerable length of services, were advanced to the rank of Post Captains in the Navy. It appears that our hero left his father at a very early period of life, and put himself under the protection of his uncle Admiral Samuel Graves, an Officer of great courage, experience, and integrity, with whom he served for some time, in the war before the American contest, as a Midshipman, on board his Majesty's ships Scorpion, Duke, and Venus. After the Peace of 1763, he was placed under the care of his relation and patron, Captain, afterwards Lord, Graves*, who then

* For the Biographical Memoirs of Admiral Lord Graves, see Vol. V. page 377.

commanded the *Antelope*, and was Governor of Newfoundland. In the year 1765, he accompanied him to the coast of Africa, where he was promoted to a Lieutenantancy on board his Majesty's ship *Shannon*, and continued to serve as First Lieutenant of her, when she lay at Portsmouth. It is said, that his Commander first discovered in him those dawnings of a resolute spirit and enterprising genius, in the course of his voyage down the coast of Africa, by a very urgent and pressing solicitation, to be permitted a volunteer on an expedition up the river Gambia, to dispossess the French of a settlement which, contrary to treaty, they had established on the banks of that river, and which service was deemed to be very hazardous, from a belief that the French would defend their works. His zeal and spirit on this occasion were so pleasing to his relation, that he continued ever after, his warm friend and steady supporter.

After the *Shannon* was paid off, our young Officer had no public opportunity to exercise his spirit of enterprise, until the time of the Falkland Islands armament, when we find him a Lieutenant on board the *Arethusa* at Deptford, where he displayed a wonderful coolness and resolution in a matter of service, which drew upon him a formidable attack from an enraged mob, and in which situation he acquitted himself with great honour, as he had before done on a similar occasion at Portsmouth, when he was Lieutenant of the *Shannon*. It is not enough, on occasions of tumult and mutiny, that an Officer acquits himself with courage, but he must use address, and temper firmness with a spirit of conciliation; our Lieutenant possessed these qualities in an eminent degree, and they produced the happiest effects.

The reputation of our young Officer at this time stood so high, that he was selected by that accomplished seaman and philosopher, Lord Mulgrave, to be one of his Lieutenants on board the *Racehorse*, in the expedition towards the North Pole *. Mr. Graves strongly recommended himself

* For an account of this voyage, see our life of Lord Mulgrave, page 89 of this volume.

to his illustrious and discerning Commander, by his uncommon resolution and firmness in the most trying situations of that perilous voyage, and in which voyage such situations very frequently occurred. It was upon this voyage that Lord Mulgrave interposed, and prevented Mr. Graves and another Officer on the expedition, who was of a similar disposition to himself, from fighting a duel with muskets and fixed bayonets, across the carcass of a white bear, which had been just killed, and each party disputed as their prize. However, as generous minds are incapable of harbouring resentment long in their breasts, they were soon reconciled, and both went to their noble and amiable Commander, and returned him their thanks for his seasonable and just interposition.

Soon after Mr. Graves returned from this voyage, we find him at Boston, in New England, with the command of a small schooner, of four two pounders and thirty men, the command of which, it is said, he procured from his uncle Admiral Samuel Graves, who had then the command in America, with an intention of exploring the coast of that continent, previous to the war that then threatened the peace of Great Britain and her colonies. This schooner was soon afterwards burnt by the rebel General Putnam, at Winnisimmet Ferry, after a resistance that excited in every one the highest astonishment and approbation. Of his gallantry on this occasion some idea may be formed, from a slight account of the attack. The vessel was aground, and under the fire of four pieces of cannon, and three thousand men, who were under the cover of a small hill, within pistol shot of the schooner. General Putnam got under her bottom during the night, and, under the fire of his people, threw lighted combustibles on the schooner's decks, at a time when the Captain was sending off his wounded men from the other side of the schooner, and being himself the last out of the vessel, he did not escape without being exceedingly burnt, as was also his brother, John Graves, who at that

time served on board the Preston, and who came to his assistance in one of the Preston's boats.

Ever anxious to distinguish himself, and animated by a most laudable zeal for the service of his country, Mr. Graves before he was quite recovered of his burnt wounds, was again employed at Noddle's Island, opposite to Boston, commanding a gun boat, covering the boats of the squadron in bringing off the naval stores from that island, part of the houses being then in flames, which were set on fire by the rebels, who were in great force on the island, with an intention of destroying the King's naval stores. It was here that one of the Americans, more daring than the rest, advanced nearly half way between his own people and the marines of the squadron, who were then posted behind some stone walls, in order to cover the boats' crews who were employed in saving the stores, the rebels being much more numerous and strongly posted, as well in the remaining houses, as behind stone walls upon an eminence at a small distance. The boldness of this American excited the resentment of Mr. Graves, who, as he was always happy in having opportunities of braving danger, could not endure the idea of a single enemy giving so public a challenge to the British seamen and marines, but eagerly seized on the occasion of meeting the daring rebel, and after procuring a good marine musket and bayonet from Captain Johnson, the Commanding Officer of the marines, he went out to meet the American champion in single combat. Our British hero approached his antagonist within fifty or sixty yards, when perceiving that he began to decline the contest, he invited him not to relinquish it, telling him that the eyes of their respective parties were all on them, and to remember it was himself that gave the challenge, and that he might now choose his distance, assuring him, that he was himself determined not to fire before he could feel him with the point of his bayonet, at the same time informing him too, that if the fortune of war should terminate in his

favour, he should carry his scalp with him as a trophy of his victory. Thus far, he said, it was necessary to tell him, that they might be upon an equal footing. During this time the gallant Graves advanced fast upon his adversary, who seemed now to be totally motionless through fear, from the uncommon coolness of the other, whose eagerness to close before any of the Americans came within shot (many of whom he perceived were stealing down), and the necessity there was for keeping a steady eye on his opponent, occasioned his stumbling into a swamp. This accident the other took the advantage of, and after discharging his musket, threw it down, and took to his heels. The shot was well levelled, and narrowly missed our hero, who fired in return with equal disappointment of his aim, and in his retreat received the fire of all those who were concealed for the assistance of this redoubted American champion.

After having displayed his prowess on this occasion to the admiration of all who beheld him, Mr. Graves served as a volunteer on many expeditions in the vicinity of Boston, then the focus of American rebellion. He commanded also one of the armed sloops belonging to the army, in covering the troops destined for the attack of the rebel entrenchments on Bunker's Hill.

After this action, he commanded the Bolton brig at Rhode Island, under Sir James Wallace, an Officer whose spirited conduct had induced Mr. Graves to get into the same service with him, and was present with him in all his skirmishes in that part of the world, until his uncle, Admiral Graves, was recalled from his command on the American station, with whom he returned to England, as Lieutenant of the Preston, filled with resentment at the injustice which he conceived was done in the recal of his kinsman. Whether the Lords of the Admiralty did right or not in recalling Admiral Graves, is a question foreign to our present subject to examine, and we have little inclination to go over the dreary field of the party politics of those unhappy times; but we may be permitted to say, it was honourable to the

feelings of our hero to enter into the wrongs, real or supposed, of his relation and patron.

Before his departure for England, when on his passage from Rhode Island to Boston, in order to join his uncle, Mr. Graves was in a small tender belonging to his Majesty's ship *Rose*, in which vessel he had an action with the famous American partizan, Captain Manley, in a privateer of very superior force, which he obliged to sheer off, and in all probability would have captured, but for her superiority of sailing.

On Mr. Graves' arrival in England, he did not remain long inactive, but soon returned to the seat of hostilities in America, with Commodore Hotham, in the *Preston*, where he assisted at the reduction of New York and Rhode Island, being constantly employed in all the flat boat expeditions, and every other service of danger and fatigue. After the reduction of Rhode Island, continuing to be Lieutenant of the *Preston*, he greatly distinguished himself on various occasions in the Chesapeake. About this time he boarded and took a privateer with the *Preston's* barge and pinnace, in which captured vessel, and on the same day, he took another very valuable tobacco ship, and conducted her safe to New York, although guarded by a privateer of superior force to the vessel he was in.

In consequence of the avowed support afforded by France to the revolted colonies of America, a war with that insidious power became more than probable, and Mr. Graves returned to England in hopes of serving under his uncle, who was promised a foreign command in case of a war with France, and to whom he was attached by every sentiment of gratitude and affection. But being disappointed in his expectations of serving under his respected kinsman, and hostilities with France actually commencing, he waved his personal feelings, and deemed it inglorious to remain on shore, when his country required his professional services. Accordingly, we soon after find him again in active employment, commanding the *Savage* sloop in the West Indies,

to which vessel he was appointed through the recommendation of his friend and relation, Rear-Admiral Thomas Graves, who then commanded on that station.

After some time spent in the West Indies without any opportunities of distinguishing himself, he was ordered in the *Savage* to New York, with dispatches for Admiral Arbuthnot, much about the time that the French fleet under the command of M. Ternay, arrived on that coast. The French Admiral, notwithstanding the superiority of his force, was apprehensive of meeting with the British squadron, and took refuge in Rhode Island. Of this place Mr. Graves had gained a perfect knowledge from his former services in America, and, therefore, he offered his assistance to Admiral Arbuthnot, to pilot in the leading ship of his squadron to the attack of the French fleet, assuring him that he was so intimately acquainted with the navigation of Rhode Island, that he would engage to run the French Admiral on board. This offer, which was frequently repeated during the continuance of our squadron in the vicinity of Rhode Island, and of which imperious circumstances forbid the acceptance, was so truly consonant to the feelings of the good and brave old Admiral, that he made a voluntary offer of serving Mr. Graves, whenever an opportunity presented.

This offer Admiral Arbuthnot soon after made good by appointing Mr. Graves to be Post Captain in the *Bedford*, on the 5th of March 1781, in which ship he afterwards served the Admiral, as Captain, till he quitted the command in America. On the arrival of Sir George Brydges Rodney at New York, Captain Graves strongly and repeatedly suggested to him by letter, the propriety of making an attack upon the French fleet at Rhode Island, and again voluntarily offered to pilot in the leading ship, assuring Sir George, that nothing could save the French ships from the force then under his command, if he would but make the attack in the manner he proposed. The plan, however, was not adopted.

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A short time before Mr. Graves was promoted into the Bedford from the Savage sloop, which sloop was then in the Chesapeak, he was sent with one or two small vessels, with orders to proceed as far as possible up the river Potomack, in order to prevent the Marquis de La Fayette from crossing with his army, who was then on his march to Williamsburgh. This intended expedition of the Gallo-American General, Captain Graves effectually prevented, by immediately pushing up to the rebel town of Alexandria, which he meditated, in the ardour of his zeal for his king and country, to have laid in ashes, but was unfortunately prevented by two of his vessels getting aground. To atone, however, for this disappointment, he had the satisfaction of destroying vast quantities of tobacco in his passages up and down the river Potomack, and also of ravaging the rebel plantations in the neighbourhood. By passing with the vessels under his command frequently up and down the Potomack, he prevented the Marquis de La Fayette from collecting craft for the embarkation of his troops, and in the end rendered the whole project of his campaign abortive. While employed on this service, our hero had various and frequent skirmishes with the rebel militia, who were appointed for the defence of the tobacco stores and craft up the river, on which occasions, he displayed no small share of military talents, though generally attended with considerable danger, having seldom less than three times his number to contend with, and sometimes with great loss of men, having once half of the people in his own boat killed or wounded.

Captain Graves served in the Bedford in the action between his relation and patron, Rear-Admiral Thomas Graves, and the Count De Grasse, off the Chesapeak*. The action certainly disappointed the hopes of the nation, and occasioned at the time no small clamour. In the opinion of Captain Graves, "it would have ended gloriously

* Vide Vol. V. page 391.

and fortunately for Great Britain, notwithstanding the decided superiority of the enemy *, had the zealous endeavours and example of Admiral Graves been imitated; and had the judicious signals made on that day by him, been obeyed as they ought, and instantly executed. That they were made in the most favourable and critical moment, and must have overthrown the enemy, who were only saved by the rear division of our fleet not bearing down and engaging, agreeable to the signals so aptly made." This opinion must be received with some degree of allowance and abatement, when we consider that Captain Graves was vindicating his relation's character and honour, and therefore was likely to use the strongest and warmest expressions.

On the return of this fleet to New York, to repair their damages after the action, Captain Graves was appointed by his relation, the Rear-Admiral, to the command of the *Magicienne* frigate, then fitting out at Halifax. But as there was at that moment a determined purpose of another action, with an enemy who was then of nearly one-third more force, and which promised to be of the most serious nature, from the magnitude of the object in dispute, Captain Graves nobly and disinterestedly declined taking the command of this promising frigate, preferring certain danger, and the pleasure of following his friend and patron upon so arduous an expedition, to the certainty of making a fortune in his new appointment.

The same sentiments of honour and patriotism induced him still to postpone taking possession of the *Magicienne*, and to go to the West Indies in the *Bedford*, though not before he had sent round to Halifax, near two hundred men, which he raised at New York, at a very considerable expence of bounty out of his own pocket, Admiral Digby not permitting him to press seamen at that place, as it had been customary for other Officers to do.

* Admiral Graves had only nineteen sail of the line, many of which were in a very ill condition for service, to oppose the French fleet consisting of twenty-four sail of the line, in prime condition.

In the West Indies, Captain Graves continued to command the Bedford, on board which ship Commodore Affleck had his broad pendant. The Bedford bore a distinguished share in the encounter between the fleets under Sir Samuel Hood and the Count De Grasse, on the 25th of January 1782, in Basse Terre Road, St. Christopher's*. "The enemy," says the British Commander in his official dispatches, "gave a preference to Commodore Affleck (the Bedford), but he kept up so noble a fire, and was so well supported by his seconds, Captain Cornwallis, and Lord Robert Manners, that the loss and damage sustained in those ships were very trifling, and they very much preserved the other ships in the rear." Our hero remained in the command of the Bedford, and was in the memorable action on the 12th of April, under Sir George Bridges Rodney, off Guadaloupe. As we have given at large in another place†, the particulars of this engagement, so honourable to the British flag, we think it unnecessary to say more on the present occasion, than that the Bedford was one of the ships which took a large part in that glorious action.

The constant active spirit of Captain Graves, and his ardent inclination to distinguish himself, led him to offer his services to Admiral Rodney to head the landers of the fleet, a large body of men so called from their being trained to small arms, and under immediate orders for landing, with a view, as it was supposed, of retaking the island of St. Christophers; and as there was neither emolument nor rank annexed to this command, he generously told the Admiral he should be happy to be employed upon it, or upon any other service of danger or enterprise. It does not, however, appear that our hero's offers of service were accepted.

In the autumn of the year 1782, when Admiral Pigot's fleet arrived in North America, and not before, Captain Graves took the command of his frigate, the *Magicienne*;

* Vide Vol. II. p. 16.

† Vide Vol. I. p. 389.

and, as though it was thought necessary by the Commander in Chief at New York, to restrain his pursuit of honour and enterprise, instead of receiving orders to cruise against the enemy, as he ardently desired, he was constantly employed in attending convoys; a service, though highly necessary to the well being of a commercial state, in which a Commander has rarely any other opportunity of distinguishing himself, than by his vigilance and care of the vessels under his charge. This, however, fortunately for Captain Graves, was not his case, for on his passage with one of these convoys to the West Indies, his constant desire of conflict was again indulged, by his meeting on the 2d of January 1783, with the Sybille French frigate, and another French ship of war, with whom he had one of the most desperate engagements that occurred in the whole course of the American contest. The official account of the action is very brief, but we shall subjoin, for the satisfaction of our readers, such further particulars as we have been able to obtain.

Extract of a Letter from Rear-Admiral ROWLEY, Commander in Chief of his Majesty's Ships at Jamaica, dated the 9th of February 1783, to Mr. Stephens.

His Majesty's ship the *Magicienne*, of 32 guns, and 220 men, arrived here the 17th ult. after having had a very severe action with a French frigate, supposed to be the *Sybille*, in which the *Magicienne* lost all her masts, and was thereby prevented from pursuing the enemy. The *Endymion*, who was in sight, could not get up from her superiority in sailing.

List of killed and wounded on board the Magicienne in the above action.

Seamen killed,	13	Seamen wounded,	26
Marines killed,	3	Marines wounded,	5

In this account there are several gross mistakes, which the following narrative, written by the Second Lieutenant of the *Magicienne*, will serve to correct:—

Kingston, Jamaica, January 18, 1783.

His Majesty's ship *Magicienne*, of 32 guns, Thomas Graves, Esq. Commander, has arrived here, without a single mast standing, having

lost them in an action with two French ships on the 2d inst. The following are the particulars of that brilliant affair.

At daylight saw two strange sail in the rear of our convoy, and soon afterwards discovered the *Endymion* in chase; made sail towards them, and repeated to the *Emerald* the *Endymion*'s signal for two strange sail in the N. E. At half past six, the *Endymion* made the signal for a fleet, and hoisted French colours to denote they were of that nation.

At nine o'clock, the *Endymion* brought to one of the chase, a ship under French colours; soon after we came abreast of the prize, and hoisted out the barge to assist in taking out the prisoners. At half past nine, the *Endymion* made our signal to chase N. E. hoisted in the barge, and made sail; the French fleet making all the sail they could from us, except five, which hauled their wind towards us. As we approached them, we perceived the two headmost to be ships of war, the largest with a Commodore's pendant at the main-top-gallant-mast head. Took in our royals and studding sails, to let the *Endymion* come up with us, who was then four or five miles astern. Unslung our lower yards, stopped the top-sail-sheets, and prepared for action. Soon after saw three of the leeward-most ships bear up, and follow the convoy. Wore and stood towards the two French ships that were standing for us, with their colours flying, and every appearance of giving us battle. The *Endymion* made the signal to make more sail in line of battle, headmost ship. As we approached within random shot, the enemy wore, and made all the sail they could from us, firing at the same time their stern chases, which they continued to do till we brought them to close action. Set studding-sails, royals, and gave chase, firing our guns as they bore to the enemy, who kept close together, the smaller ship upon the larboard quarter of her Commodore. *Endymion* astern four or five miles, using every effort to come up with us, which we were leaving fast in the chase. At twenty minutes past twelve, got close up abreast of the sternmost ship, which, after a few discharges of our cannon and small arms, her ensign being down and her fire totally silenced, we hailed her to know whether she struck, as her pendant was still flying, but could receive no distinct answer, from the confusion they were in, taking in their sails, the ship being in the wind, and her studding and small sails flying about in great disorder. Immediately we got on the larboard quarter of the headmost ship, and brought her to close action, where we continued an hour and three quarters, with our studding-sail-boom locked in, and our sides frequently touching; our men heaving grape and other shot, and often making use of their half-pikes and rammers, to annoy the enemy from loading their guns during the engagement.

The small ship taking an advantage of our situation, made sail, hoisted her colours, and fired at us as she made off. At a quarter after two, when the enemy's fire was nearly silenced, and every appearance of immediate conquest, our mizen and main-top-mast came down, and unfortunately falling clear of the enemy, gave her an opportunity of increasing her distance. Five minutes after, the fore and main-mast followed, which deprived us of the means of pursuing the enemy, who instantly made off, while we fired every gun we could bring to bear into her stern. The enemy being to windward with all her sails set, the wind a little abaft the beam, she becalmed our sails as we advanced abreast of her, and prevented our laying her athwart hawse. At half past three the *Endymion* passed us in chase of the enemy, and cheered; the enemy distant about two miles on the star-board beam.

On board the *Magicienne* were killed three Officers, and sixteen seamen: Mr. John Walker, Master, Mr. Roberts and Mr. Hudson, Midshipmen. Wounded, T. Tyre, First Lieutenant; G. Jones, Midshipman; and Mr. Sherrard, Boatswain. Marines, Mr. Furzer, First Lieutenant; Mr. Minto, second ditto; one corporal, and two privates; one seaman since dead of his wounds. On the whole her loss in killed and wounded amounted to fifty-three men, and the number she had on board was only 189, being short of complement.

The French Frigate which engaged the *Magicienne*, was *La Sybille*, of 40 guns, having on board, besides her own complement, 350 chosen seamen, formerly belonging to *Le Scipion*, lately stranded in Samana Bay, which were intended to man the *Guadaloupe* frigate in the Chesapeake. The small ship mounted 24 guns, name unknown. The Commander of *La Sybille* is the hero who sent a challenge in March last to his Majesty's frigates on the North American station.

It would be great injustice to the Commander of the *Endymion*, a very gallant Officer, Captain, now Admiral, Edward Tyrell Smith, not to state that ship's share of the transactions of the day, and particularly as several paragraphs appeared in the public prints of that time, glancing at the *Endymion*, which some of our readers may probably remember. The following is an extract from the journal of an Officer, who served under Captain Smith:—

January 2, 1783, at six A. M. discovered a strange sail in the N. W. distant about three miles; gave chase, and made the signal to the *Emerald*. Thirty minutes past six made the signal for an enemy's convoy in the N. E. and repeated it with a gun. The *Magicienne*

and Emerald both in chase; at seven, perceived the Emerald had hauled to the eastward; at nine, Le Celerite struck to the Endymion; sent a Petty Officer and nine men on board, with orders to join Captain Knell (the Emerald), with all possible dispatch, and give him the earliest intelligence of the convoy and their force. At a quarter past nine the Magicienne brought to leeward; made her signal to chase to the N. E. At thirty-minutes past nine, made sail, and stood towards the enemy, after having shifted the prisoners, who gave us information that the convoy was from Port-au-Prince, under the protection of La Sybille frigate, and Le Railleur corvette, bound part to Marseilles, the rest to Boston; among the latter were two armed ships for the French king's fleet, under the Marquis de Vaudreuil. Three quarters past nine, four of the enemy's ships stood towards us, which we supposed to be the frigate, corvette, and armed storeship. At a quarter past ten, the two storeships put before the wind; at fifty minutes past ten, made the Magicienne's signal, she being ahead, to make more sail and bear down upon the enemy. At eleven, La Sybille, and Le Railleur, made all sail from us; at three quarters past eleven, the Magicienne exchanged several shot with the French frigate, and at the same time fired several at the corvette in passing her. At twelve the corvette struck to the Magicienne.

At half past twelve, finding our attention taken up by the frigate, the corvette hoisted her colours again, and hauled her wind across us; fired several shot at her; at three quarters past twelve, the frigate being warmly engaged, we permitted the corvette to pass, and used every possible effort to get into action. At half past one the Magicienne's mizen-mast was shot away; at two, her fore and main-masts went by the board; at twenty-five minutes past two, spoke her in passing, every sail set in pursuit of La Sybille, distant E. by N. one mile. The only damage she received was her main-top gallant-mast being shot away during the action. At sun set, their being but little wind, and La Sybille rather increasing her distance, it was judged most proper to haul our wind for the Magicienne, who bore W. half S. nine or ten miles, and take her in tow; at half past ten, heard the report of a gun, and saw, at times, a light to the southward, which we chased, supposing it to be the Magicienne. At day-light, to every one's astonishment, it was the Emerald and her convoy, and no other vessel to be seen from the mast head; however, this can be said of Captain Graves, that his ill fortune kept pace with his gallantry, which was as conspicuous as naval history ever produced; and when he was hailed by the Endymion, his only sorrow seemed to be his incapacity of renewing the action, and wished the Endymion to take him in tow to La Sybille.

To this we shall add the French account of the action, which, though not remarkable for candour, modesty, or veracity, may serve to throw some light on the particulars of this severe encounter :—

Paris, the 13th of May, 1783.

Extract from the Account sent to the Marquis de Castries, Minister and Secretary of State for the Marine Department, by the Comte de Kergarion de Locmaria, Post Captain, commanding the King's Frigate La Sybille.

On the 27th of December 1782, the frigate La Sybille, of 32 guns, sailed from St. Domingo, having under her escort a convoy of sixteen sail, destined for North America.

The 2d of January 1783, the fleet being without the channels*, perceived at eight in the morning, two vessels in chase of the convoy. The Comte de Kergarion determined immediately to stand for them and give them battle, on purpose to facilitate the escape of the fleet. He ordered the sloop Le Railleur, of 14 guns, commanded by the Sieur Hebert, *auxiliary lieutenant of frigate*, to follow him; but notwithstanding every effort of the Comte de Kergarion, he could not prevent the ship La Celerite from falling into the hands of the enemy. This vessel, which was on her return to Europe, had separated from the fleet before the strange ships were seen. The Comte de Kergarion quickly perceived them to be a ship of war† and a frigate; he made the signal for the fleet to collect, and to continue its course, and he himself, followed by his sloop, stood for the enemy in a direction which drew them from the convoy. The English frigate, which we have learned since was the *Magicienne*, of the same force as the Sybille, being a better sailer came up with the Railleur at half past twelve. The Comte de Kergarion, immediately went to his assistance, and covered his sloop, which hauled off to windward, after having received a broadside from the enemy's frigate. The two frigates then found themselves very near each other, but the Comte de Kergarion seeing the Railleur in safety, and the ship of war having approached much nearer, he retook the course which he had just quitted, and made a running fight.

At two o'clock, the Sybille being at a distance from the ship of war, the Comte de Kergarion determined to engage the *Magicienne*

* The Channels formed by the islands and shoals, situated on the north coast of St. Domingo.

† The Comte called the *Endymion* a ship of war, or of the line, because she had two decks, though she carried only forty-four guns.

alongside ; he closed with her very near, and the fire was very warmly supported on both sides. The *Magicienne* had already lost her mizen mast, when a volley of langrage shot scoured the quarter-deck of the *Sybille*, killed eleven men, and struck down the Comte de Kergarion, who was for some time thought to be dead. The *Sieur Descures*, Post Lieutenant, took the command in his room, re-established the battle, which this event had relaxed, and had the satisfaction to see the main and fore-masts of the *Magicienne* successively fall.

It was then half past three, the ship, which is now known to be the *Endymion*, of 50 guns, had approached very near during the engagement, which retarded the sailing of the frigates. The *Sieur Descures* finding that the match would not be equal, set every sail to escape, leaving the *Magicienne* motionless. The *Endymion* pursued the *Sybille* until eight in the evening.

The conduct of the Comte de Kergarion in this conjuncture, the bold manœuvre by which he saved the fleet, the resolution which he took to attack the *Magicienne*, although he was closely pressed by superior forces, merit the highest eulogiums. Nor is less due to the *Sieur Descures*, who, by his expertness and fortitude, so gloriously fought after the example of his Captain.

The Comte de Kergarion gives the highest character of the courage of his ship's company, and of the bravery and coolness of his Officers. Thirteen men were killed in this engagement, twenty-nine dangerously wounded, and eight slightly.

Among the Officers, the *Sieur de Rix*, auxiliary, was killed. The Comte de Kergarion, Captain ; the *Sieur Descures*, Post Lieutenant ; De Boisneuf de la Poterie ; and De la Baronnais, auxiliary Lieutenant of frigate ; wounded.

Where the Comte's narrative varies from that of the British Officers, it is easy to be seen to which the truth belongs. He exaggerates the force of the British ships, and diminishes his own ; but it would be unjust to withhold from him the praise that is his due ; he preserved all the ships entrusted to his care, except one, which it seems had been parted from him, and for the capture of which blame can scarcely be imputed to him, and he provided for his own safety by a timely and judicious retreat. It may not, perhaps, be uninteresting to our readers to know that the *Sybille* and a great part of her convoy soon afterwards fell into the hands of our cruisers, and were sent into British ports.

The following lines, not very remarkable for epigrammatic wit or point, appeared in most of the newspapers of that time; but they are of value, as they serve to show the popular opinion of Captain Graves's merits, and mark the approbation which his conduct received from the nation at large, notwithstanding the very cold and languid manner in which his gallant behaviour had been mentioned by the Commander in Chief at Jamaica:—

When the Magician in an awful hour
O'er the French Sybille cast a fiery spell,
How her predictions sunk beneath his power,
That Sybille's leaves to France shall sadly tell!

We have been informed by an Officer who was on board the *Magicienne* during the action, that the distinguishing feature of that day was the intrepid zeal of her Commander, in standing so close to the first frigate, as to carry away her studding-sail-booms from her yard arms, and when she had struck, without staying to take possession of her, standing on after the *Sybille*, and running her on board likewise, his well-directed fire making a most dreadful slaughter.

On the termination of the American war, the services of Captain Graves being no longer wanted, he, with many other gallant Officers, was obliged to retire from the active duties of a profession in which he had so highly distinguished himself, and which, for the time, he quitted with so much reputation. We must here regret our inability to follow the Officer before us into retired life, or to make our readers partake of his domestic and social happiness, amidst his relations and friends, during the interval of peace. We understand, however, that Sir Thomas Graves spent much of his time, during that period, in France, either in acquiring the language of that country, or in making himself master of their naval tactics, and other branches of military and professional knowledge.

Thus laudably employed in increasing his stock of information by foreign travel, he did not solicit a command

during the peace; but no sooner had the war commenced, than he was among the foremost to make an offer of his services. This he repeated upon every occasion, by public letters to the Admiralty Board, as well as by private applications to the First Lord, but without receiving a commission, or any satisfactory answers to his applications. Where the blame originated it would be invidious in us to inquire. The First Lord of the Admiralty fills a high and responsible situation, and in appointing to commands, it is next to impossible for him to gratify all who solicit appointments, however well they may have deserved of their country. It is a great hardship undoubtedly that brave Officers, who have gallantly fought the battles of their country, and are eager again to take up arms, should not be able to obtain employment when they seek it; but we are afraid, that the evil which we here complain of, will continue to exist under the best regulations that can be devised. In no family has this evil operated more fatally than in that of our gallant Officer, two of whose brothers have been laid aside*, and a third unable to obtain employment during the whole course of the late war.

Sir Thomas Graves was very near sharing the fate of his brothers, when he came to town in the autumn of the year 1800, insisted on being permitted to state his services, and was listened to with effect. In the month of October 1800, he was happy in obtaining an appointment to command the *Cumberland*, of 74 guns, and as soon as she was ready for sea, he proceeded in her to join the Western Squadron, then under the command of that excellent Officer, the Earl St. Vincent. He had soon the honour to be noticed by the Commander in Chief, and was gratified in being appointed to make one of the chosen squadron stationed off the Black Rocks.

On the great promotion which took place on the 1st of January 1801, in honour of the Union between Great

* They were put on the superannuated Rear-Admiral List in 1799, and his youngest brother has since been passed over in different promotions.

Britain and Ireland, our hero was raised to the rank of Rear-Admiral of the White, and in March he hoisted his flag on board the *Polyphemus*, of 64 guns, with orders to put himself under the command of Admiral Sir Hyde Parker, destined for the Baltic, to repel the aggressions of the Northern Powers, and assert the maritime rights of Great Britain. He soon after shifted his flag into the *Defiance*, of 74 guns, in which ship, on the 2d of April, he had the honour to be second in command to that great and illustrious Officer Lord Nelson, in the ever-memorable attack on the Danish line of defence off Copenhagen. The event of that glorious day must be so fresh in the memory of our readers, as to preclude the necessity of adding any thing on the present occasion, and particularly as we have elsewhere given very enlarged accounts of that celebrated action *. As the *Defiance* was in the hottest of the engagement, her loss in killed and wounded was very considerable, seventeen seamen, three marines, and two soldiers, being killed; and thirty-five seamen, five marines, and seven soldiers wounded. The whole fleet bore testimony to the bravery and good conduct of the Rear-Admiral on this memorable day, and Lord Nelson, in his public letter to the Commander in Chief, speaking of his colleague, makes use of the following flattering expressions. "It is my duty to state to you the high and distinguished merit and gallantry of Rear-Admiral Graves."

The thanks of both Houses of Parliament were voted to our hero for his services on the 2d of April, and soon afterwards his Majesty was pleased to confer on him the most honourable Order of the Bath. The ceremony of investiture took place on board the *St. George*, in Kiøge Bay, near the scene of action, and Lord Nelson, by particular command of his Majesty, represented the Sovereign on the occasion *. We cannot probably close our account of this meritorious

* See Vol. V. pages 334. 351. 451.

† For a full account of the ceremony, see Vol. V. p. 532.

Officer, with more appropriate language, than by subjoining the speech which was made by Lord Nelson, on the above mentioned occasion.

“ Sir Thomas Graves,” said the gallant hero of the Nile, “ having fulfilled the commands of his Majesty, in investing you with the ensigns of the most honourable and Military Order of the Bath, I cannot but express how much I feel gratified that it should have fallen to my lot to be directed to confer this justly merited honour, and special mark of royal favour upon you ; for I cannot but reflect, that I was an eye-witness of your high merit and distinguished gallantry on the memorable 2d of April, and for which you are now so honourably rewarded.

“ I hope that these honours conferred upon you will prove to the Officers in the Service, that a strict perseverance in the pursuit of glorious actions, and the imitation of your brave and laudable conduct, will ever insure them the favours and rewards of our most gracious Sovereign, and the thanks and gratitude of our country.

NAVAL ANECDOTES,

COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

MR. EDITOR,

AMITY and friendship between nations are not more durable than among individuals, as was experienced during the late war, particularly when it threatened to involve the Northern Powers in the contest ; on which the produce of them, as timber, hemp, tar, &c. for naval stores, advanced to enormous prices, with threats of total prohibition.

This naturally causes us to look for substitutes nearer home, and having heard the Grampian mountains in Scotland are well covered with timber, though difficult of access, I learned whilst at Edinburgh several *vague reports* that a company of merchants at Hull had made great progress in this laudable scheme, and brought it to considerable perfection ; I took shipping to Hull, and found by various reports of Captains and other seamen, that vessels of considerable burthen had been built of the same at the mouth of the Spa.

On my arrival at Hull, I learned that Mr. Osbourne was the principal, on whom I waited. This gentleman candidly and readily furnished me with the following account, which I here transmit, and request you will insert it in the *NAVAL CHRONICLE*, for the information of the public, and am

Your humble Servant,

Cornhill, 1st Nov. 1802.

JOHN SEWELL.

THE forest of Glenmore, in which was standing about 200,000 fir trees, some of which were from thirty-six to sixty inches diameter, (these large trees are from 250 to 300 years old), is situated about thirty miles S. E. from Inverness, and at the foot of the Grampian mountains; it has a lake in its centre of about five miles in circumference. This forest belongs to his Grace the Duke of Gordon, and the fir timber growing thereon was sold about twenty years ago to William Osbourne, Esq. of Hull, for the sum of 10,000*l.* it in general grew round the above-mentioned lake. This gentleman, after a very laborious work, has nearly got the whole of that extensive wood to market; and in the course of about four years more it is expected the whole will be cut and got away. It is brought out of the forest by means of sluices and dams, so as to cause natural floods or flushes, by which means the wood is conveyed in large quantities to saw mills, built on a rivulet, called the Drue, situated about five miles below Glenmore, by which brook the lake afore-mentioned empties itself into the river Spey, down which river the wood is carried in fast floats, and sometimes drove loose down the river, in what is there called a loose float, of 14,000 logs or pieces at a time, to the mouth of the said river, at which place it is sold and shipped for England; and also at which place the said W. Osbourne has a ship-yard, with every convenience for building large vessels, and who has now on the stocks seven sail of ships, from 130 to 600 tons, register measurement; when these are launched, they will make the whole number this gentleman has built since the commencement of his purchase forty-seven sail of ships, many of which have sailed to all parts of the world, and are proved from experience to bear the extreme heat of the West Indies better than the ships built of English oak, and also to be as durable. This Highland pine is deemed to be the finest and closest texture of any pine in the world. The knees for ship-building are all got from the roots, and the floors, first, second, and third futtocks from natural grown crooks, which are in general as crooked as English oak.

FURTHER ACCOUNT OF THE LATE
ADMIRAL SIR JOHN LOCKHART ROSS *.

[From a Correspondent.]

And they did weep, dear was the hero to their souls; he went out to battle, and the foe vanished; he returned in peace, amidst their joy. No father mourned his son slain in youth. No brother his brother of love.

OSSIAN.

How sleep the brave, who sink to rest,
By all their country's wishes blest !
When spring with dewy finger cold,
Returns to deck their hallow'd mould ;
She there shall dress a sweeter sod
Than Fancy's feet have ever trod.
By Fairy hands their knell is rung ;
By forms unseen their dirge is sung ;
There Honour comes a Pilgrim grey,
To bless the turf that wraps their clay,
And Freedom shall awhile repair
To dwell a weeping Hermit there !

COLLINS.

The late valiant and brave Sir John Lockhart Ross, of Balnagown, Baronet, inclosed and subdivided with excellent stone dykes, about sixty acres of barren moor in the parish of Eddertown, which are now richly covered with barley, oats, turnips, potatoes, clover, and rye grass. The whole of the inclosure consists of 300 Scotch acres, of a circular form ; and on the outside of the circle, a deep belting of firs, ash, and other forest trees, enrich the view. He encouraged cottagers to settle on the moors, and thereby made considerable additions to the arable ground. We will, for the gratification as well as information of our readers, give an extract from Mr. Pennant's Tour through North Britain in 1769.

Between the friths of Cromarty and Dornoch, is Balnagown, the seat of a gentleman who has most successfully converted his sword into a plough-share; who, after a series of disinterested services to his country, by clearing the seas of privateers, the most unprofitable

* See Naval Chronicle, Vol. VI. page I, &c.

of captures, has applied himself to arts not less deserving of its thanks. He is the best farmer and the greatest planter in the country. His wheat and his turnips show the one, his plantation of a million of pines the other. It was with great satisfaction that I observed characters of this kind very frequent in North Britain; for during the interval of peace, every Officer of any patrimony, was fond of retiring to it, assumed the farmer without flinging off the gentleman, enjoyed rural quiet, yet ready to undergo the fatigue of war the moment his country claimed his services.

The late benevolent as well as gallant Laird of Balnagown, introduced sheep-farming into the Highland parishes of Kincardine and Criech, in order to employ his Highlanders, and had the erecting of a village in contemplation; but being called to stand forth as a defender of his country's cause and rights, his sheep in the mean time falling under bad management, he sold off his stock, and at his return, finding himself in the decline of life, he dropped his favourite idea.

He presented to the parish of Kincardine a large and well-toned bell, which he had captured in a large French man of war. There are natural curiosities to be found on the top of the highest mountain in Balnagown's forest, called Scium a'-Charra, many miles from the sea, and in the above-mentioned parish. The most astonishing of these are shells of different sorts of fish, some of them in beds covered with earth.

Major-General Sir Charles Ross, his eldest son, has, within these few years, let part of his lands in the Highlands upon long leases to country gentlemen, who have made the best use of their property, by dividing it into sheep-farms, and have transported the English breed to the Scotch mountains, where they are at present successfully reared, and their wool brought to the greatest perfection. Those Highland farms, which formerly afforded the proprietor a mere trifle of rent, now make a handsome income of themselves.

These improvements have greatly contributed to the immediate benefit and emolument of the landholder, as well

as the enlightening the minds of the ancient race of inhabitants, by doing away their too-deeply rooted prejudices.

Sir John had resided with his family for some months at his enamouring seat of Balnagown. He enjoyed in the endearments of domestic society and honourable retirement, all that can meliorate and render placid the evening of life. His constitution, which had suffered by a life of hardship and activity, had for some years been visibly declining.

The country in general sustained a great loss in the death of such a renowned hero and patriot, who so eminently distinguished himself in the various improvements which he planned—but, alas! did not live to see executed.

The remembrance of his private virtues will long be cherished and embalmed in the hearts of a numerous circle of friends, while from his country his services entitle him to the most distinguished tribute of public gratitude and esteem.

You too, ye bards! whom sacred raptures fire,
To chant your heroes to your country's lyre;
Who consecrate in your immortal strain,
Brave patriot souls, in righteous battle slain;
Securely now the tuneful task renew,
And noblest themes in deathless songs pursue.—*Rowe.*

I. M.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR;

IN perusing the exploits of the heroes of our own country and those of other nations, particularly of France, I could not help taking notice how extremely different, and with what bombast they pen their actions, to what we do. I do not recollect to have read of any of their victories since the Revolution, that they have thanked the *ALMIGHTY* for, or even ascribed to *HIS* power; what a contrast is this to British Commanders! with what modesty and piety they record their actions, witness Lord Rodney, Lord Nelson, Sir James Saumarez, and various others. A remarkable

instance of this we have also in the conduct of the present truly valiant Admiral Lord Duncan, which you may rely on being authentic, and as it is not generally known, I request the favour of a corner in your Chronicle for its insertion.

Great Queen street, Lincoln's-Inn
Fields, Nov. 2, 1802.

A.

ANECDOTE OF LORD DUNCAN.

Previous to the battle off Camperdown, and during the awful moments of preparation, he called all his Officers upon deck, and in their presence prostrated himself in prayer before the GOD OF HOSTS, committing himself and them, with the cause they maintained, to his sovereign protection, his family to his care, his soul and body to the disposal of his Providence, and then rising from his knees, he gave the command to make the attack.

NAVAL LITERATURE.

The British Mariner's Directory and Guide to the Trade and Navigation of the Indian and China Seas. Containing Instructions for navigating from Europe to India and China, and from Port to Port in those Regions, and parts adjacent: with an Account of the Trade, Mercantile Habits, Manners, and Customs, of the Natives. By H. M. ELMORE, many Years a Commander in the Country Service in India, and late Commander of the Varuna Extra East Indiaman. 1 Vol. 4to. p. 342.

REGARDING with the most lively interest whatever relates to the valuable possessions of the British empire in India, we took up the work before us with no inconsiderable share of anxiety. It had long been a subject of complaint, that the navigation of the Indian seas was but imperfectly known, and the growing commerce of Britain in those parts demanded every assistance that could be furnished it, by men of local experience, and nautical science. But when we considered the greatness of the undertaking, and the variety of qualities and extent of information necessary to be united in the author who should attempt to lay before the publick a work on the Trade and Navigation

of the Indian and Chinese seas, worthy of its patronage, we must confess, we were not without some doubts and fears of our author's ability to do justice to his undertaking. It would have given us serious pain to have complimented him on the goodness of his intentions, and at the same time to have lamented the inadequateness of their execution; to have commended the subject which he had chosen for the exercise of his pen, and at the same time to have complained of the manner in which he treated it.

In the work before us none of our fears have been realized, and in most instances our expectations have been surpassed. It is the result of sixteen years actual service in the parts which Captain Elmore describes; of much personal observation and experience, aided by a proper share of those scientific acquirements necessary to a work like the present. The Directors of the East India Company have fixed their stamp of approbation on our author's labours; and if, after so high evidence to their merit, we may be permitted to throw in our mite of praise, we can safely affirm, that every page bears the strongest marks of authenticity and correctness. As a nautical man, our author appears to be an experienced seaman, and a correct astronomer; his disquisitions on trade are profound, sensible, and pertinent; and his views as a politician meet our warmest assent. It has seldom fallen to our lot to peruse a work, which we have read throughout with such unmixed feelings of satisfaction as the present; which has unexpectedly given us so much interesting and novel information; for Captain Elmore by no means confines himself to write meagre sailing directions for the Indian and Chinese seas, but enters at large into the commerce, manners, and customs, of the people inhabiting those regions, and describes their character, arts, the commodities in which they traffic, and the precautions to be used by the Europeans who deal with them. On every subject our author is equally happy; whether speaking theoretically or practically, he explains his meaning with perspicuity, and though we are always best pleased to meet him on the grounds

of personal observation, yet we are never dissatisfied when he ventures into the regions of conjecture and surmise.

After this tribute of praise, which we bestow with great sincerity, we cannot better state our author's pretensions to the patronage of the public, than by extracting his address to the Directors of the East India Company, which received their perfect approbation, and in consequence of which his work made its appearance under the auspices of that honourable body.

To the Honourable the Chairman and Court of Directors of the East India Company.

Honourable Sir and Sirs,

At the conclusion of the war in the year 1783, I quitted his Majesty's Navy, and went to Calcutta, fourth Mate of your Honourable Court's hired packet the *Surprise*, where, she being discharged from your service, I went into the country trade, and continued until the year 1796. At this period I was appointed to the command of your Honourable Court's freighted ship *Varuna*; and having delivered the Company's cargo in this country, and returned to Calcutta, I there resigned the command of that ship.

During my continuance in India I was actively employed in my profession; and observed, with much concern, the deficiency in the printed Instructions for sailing from port to port in that country.

I applied, with much care, to make remarks, write directions, fix accurately the latitudes and longitudes of such places as I had opportunities of doing; and at much trouble to collect such remarks, directions, and instructions, from the best authorities, as would enable me to improve the then extant Directory.

I have now, with much care and application, collected a number of remarks and instructions, which I conceive will be highly beneficial to the more ready and safe navigating in the Indian and China seas, particularly the west coast of Sumatra, Straits of Macassar, Malacca, Banca, Durián, and the China Sea; as well for the use of the Honourable Company's as for the Country ships.

I beg your Honourable Court will permit me to have the honour of dedicating my Remarks to you, under whose influence they will be protected, and meet the encouragement, I trust, they will be found to deserve.

The latitudes and longitudes, determining the exact situations of places in India, were so well known to be correct, that I was told

your Hydrographer, Mr. A. Dalrymple, wrote to India for them, in the year 1797; but the application was never made to me, or I would readily have complied with the request, and trusted to the known liberality of your Honourable Court for a remuneration of my labours.

I beg leave to observe, that my Instructions for navigating the Indian and China Seas, are allowed to be, by those who have used them, extremely correct, and of great use in navigating those seas; and I have by my own experience proved them.

In his Introduction, Captain Elmore takes notice of the danger to which the British commerce in India is likely to be exposed by means of the intrigues of France, and his observations on this head are extremely worthy of the attention of persons in authority. But, we think, he exaggerates the political importance of Egypt, and the danger of its becoming a colony of France. The barbarities committed by the French in Egypt, during their late invasion, will long be deeply felt and remembered by the natives of that country; they have excited in the inhabitants of Egypt a rooted indignation and animosity towards that turbulent and ambitious people; and we have not much to dread from commercial establishments, which are to be supported by the point of the bayonet, and are insecure beyond the range of their cannon.

The following extracts from the body of the work will enable our readers to form their own judgment of the merit of Captain Elmore's publication.

REMARKS ON A VOYAGE TO CHINA.

The proper season to leave the Malabar coast for Canton is from the 1st of April to the middle of May, by which means you will have sufficient time to stop in the Straits of Malacca to purchase tin, pepper, beetle (areka) nut, rattans, sea swallow (called beach de mar by the Portuguese, and trepong by the Malays), and birds nests; all of which, if well laid in, will net a handsome profit at Canton.

The articles of trade from Bombay and the Malabar coast, are chiefly cotton, pepper, sandal-wood, putchink, shark fins, olibanum, elephants teeth, rhinoceros horns, pearls, cornelian stones, and beads.

When you make the land, and are near the Ladroon, a Chinese pilot will come on board, to carry you into Macao roads, and bring

the ship to an anchor. The pilot will then go on shore to report to the head mandarine, at Macoa, of what nation you are. Should there be any women on board, application must be made to the bishop and synod of Macoa, for leave to put them on shore, as they will not be permitted to go to Whampoa in the ship.

As soon as the mandarine at Macoa is satisfied in all his inquiries, he orders off a river pilot, who never comes on board until you have laid twenty-four hours in the roads *, and brings a chop (a licence) to pass the Bocca Tigris (the mouth of the Canton river), and carries the ship to Whampoa.

The Captains and super-cargoes are allowed, as a great favour, to wear a flag in their boats, which passes them without stopping to be examined at the different hoppo houses; but all other boats must stop to be searched, and have their chop examined. Some Commanders who have lent their flags to others, have, by such abuse of the indulgence, been deprived of it for the season.

Canton is about fifteen or sixteen miles from Whampoa, and in that distance are five hoppo, or chop houses, which to call and stop at are very troublesome, particularly if in haste to town; for this reason, the indulgence of the flag ought particularly to be attended to.

The day after your arrival at Canton, the Cohong, or directors of the Chinese Hong merchants, will wait upon you †. To these merchants you give a manifest of your cargo. When one of them, who becomes security for your performance of the customs of the port, carries the manifest to the head tontiff (generally called John Tuck), to regulate the Emperor's duties, which, however, the importer knows nothing of; as the customs and duties are paid by the purchasers. He afterwards summonses a meeting of the Hong merchants; the manifest is laid before them, and they fix a price upon your goods; with which you must be contented, as no other merchants but the Cohong are allowed to purchase.

There are two hoppo (or custom-house boats) stationed to each ship, one on each side; and when you are delivering your cargo, they attend, and weigh it all before it is put into the boats which convey

* I have frequently weighed and run up to Linting, to anchor under shelter of that island, in the event of a tuffoon coming on. It was the more necessary for me to do this, as I was always a late ship to China, never arriving before the latter end of October, and sometimes not before November; for the trade upon the Malay coast requires you to stay as long as possible.

† The Company of Hong Merchants consist of twelve, who are particularly licensed by the Government; and the Government are security for the performance of their contracts, engagements, and payment of their debts, though the Government seldom perform the guarantee, and never fully.

it to Canton; where it is again weighed, to see if the weights agree with that taken on board, which is seldom or never the case, on account of the embezzlement, which invariably happens, by the boatmen, between the ship and Canton, for the Chinese exceed greatly the watermen upon the Thames in filching and chicanery.

If you come to market early, and expect other ships to arrive soon after with the same kind of articles your cargo is composed of, I would advise you to take the Hong merchants' first offer, provided it is nearly the price you expected, as probably, by your refusal, they will leave you, and perhaps not return or see you for eight or ten days, well-knowing that you cannot dispose of your cargo to any others, and that from Canton you have no market left to choose or go to.

After you have agreed about the prices, money, and time of payment, which will be settled at seven mace two candereen per head, or Mexican dollar, you must insist upon the payment being made in one month from the delivery; for if you are a late ship, some of your own payments may become due before you are in cash, or have assets in hand to retire them.

Having effected the sale of your cargo, the Hong merchant furnishes you with a chop to deliver your cargo, and sends boats down to Whampoa to receive it, in such numbers as you please to order, though they seldom exceed three boats (or chops) per day, being as many as they can well attend to during business hours, which is generally from ten in the forenoon till two in the afternoon.

I would recommend to have two or three of the ship's company in each boat to prevent plundering; for although the boats are close covered and locked up, yet these Chinese watermen are so very dexterous at the trade of embezzlement, that, in despite of your greatest care, they will steal a great deal, particularly tin. I have experienced this article changed in the boats, and small slabs substituted in lieu of large ones. I suffered severely once at Calcutta by the same kind of dexterity, of my owner's sircars, who changed the large for small slabs of tin: I was obliged to pay for the deficiency, although my Chief Mate made affidavit that the tin was weighed, and delivered to the sircar with the owner's weights and scales, the same it was purchased by.

You have no occasion to hire warehouses at Canton for the receipt of your cargo, as it is weighed and carried off immediately upon landing. Here the Emperor's as well as the Hong merchants' clerks or writers attend, check the weights, and take the account of the delivery. They are very fair in the weighing of your cargo, being done by English weights, and weights of fifty pounds (instead of fifty-sixes, or half-hundreds), and afterwards reduced to cattys, by

multiplying by three, and dividing by four; and then reduced to piculs, by dividing the product by one hundred.

When there are ships which have not been measured at Whampoa, the head mandarine sends word to the Hong merchants, appointing a day to go down the river for the purpose of measuring the ships; which is put off until there are six or more ships waiting, (for the mandarine will not go down in the early part of the season to measure a less number than six). The Hong merchant informs you, through your linguist, the day the tontiff means to go down; when it is expected all work shall be suspended, and the Commander of the ship, supercargo, and officers will attend dressed; and the Hong merchant, by the *comprodore* *, sends tea, sweetmeats, &c. for his (the tontiff's) entertainment on board. The boat in which the tontiff is carried, is distinguished from his attendants by a yellow flag, which is the Imperial colours; and as soon as he comes in sight of the ships at Whampoa, a boat with an officer is sent off from each ship which is to be measured, to attend him. Some years ago the ships used to salute him, but that ceremony is dispensed with since an accident happened in the *Lady Hughes* in 1785, by one of the wads from her guns killing a Chinese; for which the gunner of that ship (according to their laws) was strangled.

As the ships invariably strip their rigging, to examine (or over-haul), at China, care should be taken, before the tontiff comes on board to measure, to have the after wedges of the fore-mast knocked out, the stay taken off, and the mast wedged from the foreside close against the after part of the partners; the mizen-stay or tackles should be kept on, all the fore-mast wedges knocked out, and the mast boused and wedged closed forward to the foreside of the partners.—The reason of this is, that they measure from the centre of the fore-mast to the centre of the mizen-mast, for the length; and close abaft the main-mast, from outside to outside, taking the extreme for the breadth.

They multiply the length by the breadth, and divide by ten, which, they say, gives the ship's measurement, and charge according to her rate, whether first, second, or third rate, deducting twenty *per cent.* which the Emperor allows; but seven *per cent.* is again added to make it touch, that is, equal to fine pure silver, from which calculation there is no appeal; nor is your ship properly reported and entered until after this ceremony is gone through.

The rates of ships are generally allowed, after this measurement, viz. seventy-four covids, of fourteen and a half inches long, and twenty-three covids broad, are called first-rates.

* The House Steward.

Second-rates are under seventy-four covids long and twenty-three broad, to seventy-one covids long and twenty-one covids broad; and all under seventy-one covids long and twenty-one covids broad, are accounted third-rates.

The duty on first-rates are seven tale, seven mace, seven candereen, and seven cash, per cavid.

The new teas and china-ware seldom arrive at Canton before the beginning of November; this is almost an unerring rule to guide you in the purchase of your teas; for be assured all that are offered before this time are the remains of the old stock from the former season.

In purchasing your goods for a returning cargo, you are at liberty to buy, where and of whom you please, though the best teas are always to be had from the Hong merchants; and in making your bargains never omit settling the exchange at which you pay your dollars; for though you receive them from the Hong merchants at seven mace two candereen, you pay them away at seven mace five candereen, for teas, silk, musk, tutenague, sugarcandy, and soft sugar, lacquered ware, &c. &c. &c. by which you save four and one-sixth *per cent.*

The Emperor's present, from ships of all descriptions, whether large or small, as fixed in 1754, and is now become a certain claim or custom, is one thousand nine hundred and fifty tales, exclusive of the measurement duties.

We extract our author's account of the character of the Malays, as a specimen of his talents of observation and description, not superior indeed to other parts in his volume, but probably most likely to afford amusement to our readers.

As the Malays have the character of a treacherous set of men, I would advise all people to be on their guard while in any of their ports; and when on shore, never to be without a hanger in their hand. Every one of them go armed with a crease (hanger), or a weapon something like a chopper, and very sharp. When they see you are prepared, they will not be so apt to insult you, which the vulgar are ready enough to do.

It is in the power of any man to kill his own slave with impunity; and they are such a dastardly set, that they have not courage to resent an affront personally, but will dress their slaves, and give them orders to kill any man they pitch upon, who, after being intoxicated with opium, is insensible of any danger he runs into, being equally at the

risque of his life to return without executing his master's orders, or to be cut to pieces in the attempt.

I have always made it a rule of having my guns loaded with round and grape-shot while on the Malay coast, with a chest of good arms upon deck, lighted matches, and hand grenades in the tops, two sepoys at the gangways, two lascars on the fore-castle, and two more on the poop. The officer of the watch and seaconys go round the ship at least every half hour; and centinels and lascars to call "all's well," every quarter of an hour during the night. These regulations to commence at eight o'clock, and to continue till after the reveille is beat in the morning at day-light.

Rice, fish, and fruit, are the common food of these people, who eat very little flesh, or animal food. They drink water, toddy (a distillation from the palm-tree), and coffee; and they chew beetle constantly. They eat but two meals a day, one in the morning, and the other about sun-set, the latter of which is the principal; in the intermediate space they refresh themselves by chewing beetle, or smoaking tobacco mixed with opium. They set cross legged on the floor at their meals, and the better sort have very low tables for their provisions, which are set on them in china plates, or dishes made of wood highly japanned; but they use neither knives or spoons. They have vessels for the purpose of spitting in when they chew beetle or smook tobacco; and are particular in keeping their persons and the inside of their houses clean. They have but little furniture, except the necessary utensils for cooking their provisions, and carpets to sleep and sit upon; but they are very ostentatious of displaying a great number of pillows, the ends of which are richly embroidered, and the whole covered with the richest silks.

These people are so little addicted to litigious disputes, that they have neither lawyers, attornies, nor bailiffs. If any disputes or differences arise, the parties apply personally to the judge (or carrangue), who determines the matter with expedition and equity*.

In some matters, particularly of a criminal nature, they are permitted to do justice to themselves. If a man detects another in the commission of adultery, murder, or robbery, he has a right to exe-

* How different, in this respect, is the jurisprudence of our country, *where the law's delay and uncertainty deprive the suppliant of more than half his due; while its voracious retainers overwhelm whole families in misery and ruin. Happy will it be, as has been justly observed, "when a system of legal reform shall diminish the number of wretches who subsist on the vitals of their fellow-creatures; and, by separating the unworthy from the deserving, protect the profession of the law from the indelible reproach produced by its worthless practitioners."*

cute justice himself, by destroying the culprit; the weapon in these cases is invariably the crease or dagger.

The Malays are all strict Mahomedans; which religion they are particularly tenacious of infringing. Many of them are great pretenders to magic, and carry charms about them, on a supposition of their securing them from every danger.

The common people have no other covering than a small piece of linen fastened round the waist; but the better sort wear a kind of waistcoat made of silk or broad-cloth, over which they throw a loose garment of silk that reaches to the knees. They also wear a pair of drawers, but wear neither shirt, shoes, or stockings; and when they go abroad they always wear a crease or dagger, and a handkerchief tied in a peculiar way round the head.

The salem, or lifting the hands to the head with the palms joined together, until the thumbs touch the forehead, and bending the body, is their mode of salutation. When they appear before their superiors, they raise their hands above the forehead; and if before a prince, they prostrate themselves on the ground, with the forehead resting on their hands, which are still joined, and retire backwards on their knees.

The natives pay great homage to their princes and rajas, and it is difficult for a stranger to get access to them; the readiest means to effect this is, by complimenting them with some valuable present; and the stranger will be treated with respect according to the present he makes, avarice being their ruling passion. The return is generally made in fruit, and a few fowls; but if the stranger, at the time of making the present, is a great distance from his ship, or living on shore near the palace, for the convenience of trade, he is sent some rice, pillaw, and fish, from the prince's table.

It is an universal custom, both with men and women, to bathe in a river, at least once a day; this makes them all expert swimmers; which not only promotes health, but prevents that contraction of filth, which would be otherwise unavoidable in a hot climate.

They are so proud and revengeful, and so indolent, that they will neither endeavour to improve themselves in arts, sciences, or husbandry; but suffer their manufactures to be neglected, and their lands to lie without cultivation.

The Dutch have a proverb, which signifies

They are ugly and strong,
And will bear malice long.

CAUTION.

I beg leave to mention a remark, which I have made on board different vessels trading to the eastward, which is, the Commanders

of them neglecting to exercise the great guns; and when Malay prows are alongside, instead of keeping one watch, or division of the crew, at the guns, with lighted matches, and the guns pointed into their boats, ready to sink them, they are either all at work, or running about the deck in perfect security. I have no doubt but such security has been the loss of many vessels; when, with this precaution, the dastardly rascals dare not think of attacking you. I could enlarge upon this subject, but think, the person not capable of profiting by what has been already said, is not fit to be entrusted with any man's property, and the lives of people under his command. When Commanders trade with their own capital they have only to consider the lives of their crew; their own lives and property they have the best right to dispose of.

A Voyage up the Mediterranean in his Majesty's Ship Swiftsure, &c. &c.
By the Rev. COOPER WILLYAMS.

[Concluded from Page 238.]

AFTER the well written account of the immortal battle of the Nile, which does great honour to our author's talents and feelings *, he proceeds to relate the transactions of the British squadron on the coast of Egypt. A shameful breach of faith is recorded of the French, who formed into a battalion, which they called the Nautic Legion, the prisoners that were sent on shore from the British fleet, under an engagement not to bear arms until regularly exchanged. Such proceedings cannot be too loudly reprobated, as it is their mischievous tendency to increase the severities of war, and must render future conquerors backward in showing their humanity to the vanquished. We should have been glad if our author had informed us, whether the British Commander remonstrated with the French General on this occasion, but he is silent on this head; and similar instances of inadvertency might be produced from other parts of his work.

After cruising some time off Alexandria, the *Swiftsure* was ordered to proceed to Rhodes for wine and fresh provisions. On the passage, the *Swiftsure* was driven by a

* See page 228.

gale of wind into the Gulf of Symea, and in great danger of being lost, through the unskilfulness of the pilot. Mr. Willyams employed his time during their stay at Rhodes, in examining the remains of antiquity and other curiosities in that celebrated city, and his description of the place, and particularly of the Turkish manners and customs, is lively and amusing. Owing to the indolence or disaffection of the Turks, the supplies which they received at Rhodes were far from answering their expectations, and the Swiftsure returned to the squadron off Alexandria.

By this time the British squadron was joined by some Russian and Turkish men of war and gun-boats, but it does not appear that much good resulted from the co-operation of these allies. Mr. Willyams speaks in a very unfavourable manner of the Turkish seamen, and some amusing instances are related of their cowardice and extreme ignorance of navigation. During their stay on the coast of Egypt, they had frequent negotiations with the Arabs, but without producing any consequential effects, and in some measure they appear to have been the dupes of that subtile people, who were either lukewarm in their attachment to the English, or unable to fulfil their magnificent promises.

With the French also they had correspondence, as the following extract will show :—

While on the Egyptian coast we had frequent communications with the enemy. At one time the Commander in Chief sent two Officers to offer us a supply of vegetables ; from our long cruise on this inhospitable coast, he concluded we must be in want of such refreshments ; yet we had the ingratitude to think that his civility was only a cover for his curiosity ; it was natural to suppose he wished to know the state we were in, and how we bore the privations attendant on such a long and unprofitable cruise. Being aware of this, all possible civilities were shown to the French Officers, and that they might be the better able to judge of our abilities to continue on that station, they were conducted into the several parts of the ship, even to the lower decks. They could not conceal their surprise at the healthiness of our people, the cheerfulness that appeared on their countenances, and the regularity and good order that reigned throughout.

In the course of conversation after dinner, one of them remarked, that we had made use of unfair weapons during the late action, by which, probably, the Admiral's ship *l'Orient* was burnt; and that General Bonaparte had expressed great indignation at it. In proof of this assertion he stated, that in the late gun boat attacks, their camp had twice been on fire, occasioned by balls of unextinguishable matter which were fired from one of the English boats. Captain Hallowell instantly ordered the gunner to bring up some of those balls, and asked him from whence he had them. To the confusion of the accusers, he related that they were found on board of the *Spartiate*, one of the ships captured on the 1st of August.

As these balls were distinguished by particular marks, though in other respects alike, the Captain ordered an experiment to be made in order to ascertain the nature of them.

The next morning I accompanied Mr. Parr, the gunner, to the island, the first we tried proved to be a fire-ball, but of what materials composed, we could not ascertain. As it did not explode, which at first we apprehended, we rolled it into the sea, where it *continued to burn under water*; a black pitchy substance exuding from it till only an iron skeleton of a shell remained. The whole had been carefully crusted over with a substance that gave it the appearance of a perfect shell. On setting fire to the fuse of the other, which was differently marked, it burst into many pieces; though somewhat alarmed, fortunately none of us were hurt.

People account differently for the fire that happened on board of the French Admiral; but why may it not have arisen from some of these fire-balls left, perhaps, carelessly on the poop, or cabin, where it first broke out? and what confirms my opinion on this head is, that several pieces of such shells were found sticking in the *Belle-rophon*, which she most probably received from the first fire of *l'Orient*.

This extract is extremely curious, but we cannot help expressing some degree of scepticism at the fire-ball, which, Mr. Willyams asserts, *continued to burn under water*, and we are surprised and mortified that on a subject so interesting, he should have given us so little satisfactory information. He does not even attempt to guess at the materials of which these fire-balls were composed, and no inquiries seem to have been instituted to ascertain this important point. Had our author gathered his information from others, we should

have less wondered at the loose manner in which he treats of this new and singular engine of destruction, but he himself was present at the experiments made on purpose to try its effects, and had an opportunity of examining closely its properties. These he found contrary to the established laws of nature, exhibiting a phenomenon of which there are perhaps no well authenticated instances on record; yet he passes over the subject without enquiry, and denies his readers even the slightest materials for conjecture.

Some anecdotes are told of the conduct of the French in Egypt, not much to their credit, and the bravery of the Mamalukes is greatly extolled; but we wish, that in this, as well as in other instances, Mr. Willyams had confined himself to report what fell under his own observation.

The following account of Dgezzar Pacha, the Governor of St. Jean d'Acre, cannot fail to interest our readers, when they are told, that he is the same person, who, in conjunction with Sir Sidney Smith, so gallantly defended that place against the attacks of Bonaparte, and finally obliged him to retreat with disgrace; but we could wish that our brave countryman had had a more humane and civilized colleague.

The Pacha* is a venerable old man, with a beard as white as snow, yet he possessed great activity, both of mind and body, and seemed to be endowed with a much larger share of energy and spirit than characterised the generality of his countrymen; but, on the other hand, he was cruel and oppressive in the extreme: several circumstances happened at the time we were there, that sufficiently proved the former, and from Mr. Malagaba†, our Consul, we learnt, that lately he had put to death the whole of the officers of his customs, whom he suspected of defrauding him in collecting his revenues. His mode of punishment was very summary: the unhappy objects of his suspicion, to the number of fifty-nine, were drawn up on the strand where his cavalry used daily to exercise, and on a signal given, the soldiers attacked them with their sabres, and slew them all, leaving their mangled carcasses exposed on the beach. We were also told,

* Dgezzar had lately received the Grand Seignor's firman, creating him Governor of all Syria, and Commander in Chief in Upper Egypt.

† The person acting as British Vice-Consul here is an Italian.

that lately, in a fit of jealousy, he had put to death all his wives: a Frenchman having penetrated his harem was the cause; fortunately for him he escaped.

Mr. Willyams would have visited Jerusalem, which is only three or four days journey from Acre, and had obtained leave from Captain Hallowell to proceed thither; but Dgezzar suspected he was a Frenchman, nor could any thing that he urged in his behalf, persuade the Pacha to the contrary; our author, therefore, very wisely gave up his design, finding that the old Turk's prepossession against him could not be removed, and justly dreading to place himself in the power of a monster of cruelty and oppression. At Acre the Swiftsure took in a plentiful supply of rice, and also a number of oxen, many of which, our author tells us, though full grown, *weighed only sixty pounds*. The plague raged at St. Jean d'Acre during the time the Swiftsure was there, but fortunately the contagion was not carried on board.

On her return to the squadron off Alexandria, the Swiftsure was relieved from her tedious cruise on the coast of Egypt, and sailed from thence in company with a Turkish man of war and two Greek vessels; but the Turk proved so bad a sailer, and leaky with all, that they were obliged to bear up for Limesol in the island of Cyprus, from whence they proceeded to Rhodes, where they landed M. Beauchamp, a French prisoner of some consequence.

From Rhodes the Swiftsure shaped her course for Europe, after a cruise of seven months and four days, on the coast of Egypt and the adjacent parts, from the period of the battle of Aboukir, and soon after anchored in the Bay of Palermo. At this place they found Lord Nelson and the Neapolitan Court, from which they justly received great civilities; and after a short stay there, sailed for the Bay of Naples, which city was then in the possession of the French. The operations of the British squadron in this quarter are amply detailed; and some circumstances are related, which

place the Neapolitan Government in a most odious light. Instead of a free competition to supply the islands of Procida and Ischia, which had surrendered to the British arms, with corn, of which they were in the greatest want, and of which necessary article there was abundance in the island of Sicily, the Crown of Naples issued a grant for a courtier to supply them solely; the consequence was, that it came in too small quantities to be of any essential service to the famished inhabitants, and the monopolist was so exorbitant in his demands, that the poor were literally starved. In relating this fact, which came under our reverend author's own observation, his humanity seems to slumber; nor is his indignation awake till he comes to an event of which he was not a witness, which he relates on hearsay evidence, and which he supports with no concurrent testimony! At Palermo, a British subject was confined in prison three days, by order of the Court of Naples, without any charge being alleged against him, and liberated only in consequence of the interposition of some persons of rank of his own country; but our author passes over the indignity offered to his countryman within his own circumspection, with the utmost apathy, to dwell on a transaction in Syria, which is in the highest degree problematical, and rests on no better evidence than newspaper authority. Such instances, to characterize them by the mildest term, of inadvertency, we are sorry to meet with in any writer, but more particularly in one who has afforded us much instruction and amusement, and for whose talents we entertain the highest respect.

The proceedings of the fleet off Naples are related at large, and some circumstances are told highly honourable to the British character. When Naples was rescued from the dominion of the French, it required the utmost exertions on the part of Captain Hood, who commanded on shore, to prevent the place being plundered by the Calabrese, Russian, and Turkish troops; but his prudent and vigorous measures restored tranquillity, and the city was never more peaceable

than under his government. When at Naples Mr. Willyams visited Portici and Mount Vesuvius, both which places he describes.

From Naples the Swiftsure sailed to Leghorn, where our Author landed, and proceeded to Pisa, Lucca, and Florence, the famous gallery of which last place Mr. Willyams had the good fortune to see before the French had despoiled it of some of its choicest ornaments. From Florence our author crossed the Appenines to Bologna, and went from thence to Ferrara, Padua, and Venice. The atrocities committed by the French at Venice, as related by our author, are such as must excite in every breast the utmost indignation. Not content with stripping that city of whatever ornaments they could carry away, among other acts of wanton mischief, they caused large cannon-balls to be rolled down the fine marble steps of the armoury, in order to break and disfigure them. On his return to Leghorn, our traveller visited Vicenza, Verona, the fortress of Peschiera, the Lago di guarda, and Mantua, of all which places he gives amusing accounts. On his arrival at Leghorn, Mr. Willyams found that the Swiftsure had sailed for Minorca, for which place he embarked soon after on board the Santa Teresa frigate. Here also he was disappointed of rejoining his ship, for the Swiftsure had sailed for Gibraltar; however, meeting with many friends at Minorca, he contrived to pass his time there in a most agreeable manner. The following particulars relative to the capture of the island, and its importance as a naval station, may, perhaps, excite some feelings of regret, that by the Treaty of Peace Minorca is restored to the Spaniards; but should the turbulence of our late enemies oblige us to go to war again, there can be little doubt but British valour will soon again obtain possession of the place.

It may here be agreeable to the reader to learn some of the events that occurred at the capture of the island. The army under the command of General the Hon. Charles Stuart, sailed from Gibraltar

under convoy of the *Leviathan*, having the broad pendant of Commodore Duckworth on board, and the *Centaur*, commanded by Capt. Markham, with a few frigates and smaller vessels; and on the 7th of November 1798, they arrived off the Bay of Fournelles, on the northern side of the island. But the wind blowing strong out of that bay, the Commanders of the expedition determined to attempt a landing at another place. The fleet accordingly stood towards Adaia. The entrance of the harbour is narrow and difficult: it was defended by a four-gun battery, which fired one shot as the *Argo* frigate led in. The enemy, intimidated at the boldness of the attempt, instantly fled, previously blowing up the magazine. The troops then landed, the 28th regiment, under Colonel Paget, first gained the heights, and attacked the enemy. They seemed irresolute in their conduct, and on his pushing forward, retreated with expedition across a valley, and halted on a hill on the other side. The enemy now made their appearance from another quarter in great force; and one division marched towards the fort above mentioned, but were compelled to retreat by a heavy cannonade from the men of war covering the landing. By six in the evening all the troops were landed, and immediately marched in pursuit of the enemy, who, by their knowledge of the roads, retreated faster than they could be followed. Some seamen being landed, under the command of Lieutenant Buchanan, to drag the cannon, performed their work in a dark night, and through the worst of roads, in a manner that excited the surprise of the army, and gained them the greatest credit. The Commodore in the mean time had taken possession of the Bay of Fournelles, and with the marines of the fleet had garrisoned two of the forts at the entrance, which the enemy had evacuated.

The army proceeding along a broken and hazardous road, which led round the hill of Mount Toro, at length arrived at Mercadal. The obstacles they had to overcome were such as must reflect much dishonour on the enemy who permitted them to proceed; but British intrepidity was not to be daunted by difficulties, and the army pushed on through a most rugged country, till they came in sight of Ciudadella*, into which city the Spaniards had concentrated all their strength in expectation of receiving reinforcements from Majorca.

In the mean time, on the 14th, Commodore Duckworth having received intelligence from General Stuart that four ships of the line

* Ciudadella was formerly the capital of Minorca, but the English, when it fell into their hands, for the convenience of the harbour, removed the seat of Government and of commerce to Mahon, where it has remained ever since. Ciudadella is surrounded with an ancient high wall, and some modern bastions and fortifications have been added to it.

were seen between the islands of Majorca and Minorca, put to sea immediately with two ships of the line, a forty-four gun ship, and three armed transports, and stood towards Ciudadella. Great part of the crews were at this time on duty on shore. Early the following morning, being off Ciudadella, the enemy's fleet, consisting of five sail, were seen from the mast-head steering for that place. The Commodore made the signal for a general chase, the enemy at the same time hauling his wind for Majorca. At noon the ships were made out by our squadron to be four large frigates and a sloop of war. The *Argo* was dispatched after the latter, which kept her wind *. The Commodore not choosing to leave the coast unprotected on which the troops were landed, and finding there was no immediate prospect of coming up with the enemy, steered towards Ciudadella, leaving the *Centaur* in pursuit of them. On the Commodore arriving off the coast, he dispatched Lieutenant Jones with a proposal to the General to cannonade Ciudadella with the ships, but found that the enemy had already entered into articles of capitulation. The Swiss regiment in the service of Spain had intimated to the besieging army their determination not to attack them, and as soon as the surrender of the place was concluded, they joyfully entered into our service. The *Centaur* at this period returned from pursuing the enemy, who had evaded him and reached Majorca. A detachment of the army under Colonel Paget had marched from Mercadal on the 9th to Alaior, and from thence to Mahon, which place made no

* It is disagreeable to be obliged to bear testimony so often even against an enemy. But truth demands it. When it has been the misfortune of our seamen to fall into the hands of their enemies, whether French or Spaniards, they have met with the severest ill treatment, almost without an exception. The Officers indeed, in some few instances, have been treated tolerably, but the men have been given up to plunder and ill usage. Admiral Duckworth received an additional proof of this in a letter from Captain Bowen, of the *Argo*, who had been dispatched after the Spanish brig as above related. Captain Bowen stated that the brig proved to be the *Peterell*, captured the day before by four Spanish frigates. She was now commanded by Don Antonio Franco Grandada, second Captain of the Spanish frigate *Flora*. He further informed the Admiral, that the Spaniards behaved very ill both to the Officers and crew of the *Peterell*, having robbed and plundered them of every thing. One of the poor fellows, who had saved forty guineas, resisted the Spaniards who attempted to take them from him, for which he was murdered by them and thrown overboard. I have often witnessed the very different conduct observed when the fate of war has put the enemy into our hands. Their private property has always been reserved for them, and if any of the crew have been detected in stealing or appropriating to himself the smallest part of it, he has instantly been punished with severity, and the cause of it has been explained to the prisoners, to encourage them, and convince them that by applying for redress to the British Officers they would always receive it.

resistance. Colonel Paget then proceeded to Fort St. Philip, and summoned the garrison, which also surrendered, and he took possession of the place.

The captors did not find much of value on the island. In the arsenal were a few stores, fourteen boats, and a small brig of war on the stocks. There were three merchantmen in the port, one only of any value.

The possession of this island in time of war is of the highest importance to our Navy; that part of it, at least, that is stationed in the Mediterranean.

At the period of the action of the Nile, we had not a port that we could freely enter; and had the event of that day been different from what it was, we might have beat about, from one end of the Mediterranean to the other, without finding a friendly port to receive us. Malta* or Minorca, for the harbours of each are in some respects similar, are and ever will be of the first consequence to the British Navy.

The round towers that have been constructed since the island fell into our hands, deserve particular mention from their great utility and small expence. They are built of stone, and have but one entrance, which is by a ladder that can be easily taken in. On the top is one gun, generally a twenty four pounder, which traverses round with great ease. One I visited, called Musquito tower, was commanded by a Lieutenant of Artillery and twenty men, who were all comfortably accommodated. On the ground floor were the stores, below which was a reservoir of water. The rotundity of the object makes these towers peculiarly adapted to check the landing of an enemy on the coast; few men are wanted to work the gun, and they are very little

* Malta was at this time closely blockaded by a squadron of British ships. Captain Alexander Ball, who so gallantly commanded his Majesty's ship the *Alexander* in the battle of the Nile, had landed on that island with a party of seamen and marines, and conducted the blockade on the land side with great ability. His conciliating manners had brought all the natives of the island to join his standard, and induced them to hope that whenever the fort and town of Valette surrendered, they should be continued under the protection of Great Britain.

Afterwards a detachment of troops arrived commanded by General Pigott, and the French garrison being so closely besieged on all sides that they could receive no supplies, at length capitulated.

General Pigott being appointed military Governor, Captain Ball rejoined the fleet, carrying with him the esteem and love of the islanders. For his eminent services he has since been created a Baronet; and the Lords of the Admiralty have lately appointed him to be the Naval Commissioner at Gibraltar, in the place of J. N. Ingfield, Esq. who has been promoted to the same situation at Halifax.

exposed. At Corsica one of these towers did great damage to a seventy-four gun ship of ours, and at length obliged her to retire; nor would it have been taken at last, but that some of our troops got upon a height that commanded it, and with their musquetry compelled them to surrender.

Such towers as these might be of infinite service along our own coast, particularly in those quarters where an enemy is most likely to make an attempt. One upon Berry Head would command the entrance of Torbay, and the materials are at hand. The expence of constructing these towers is small. One piece of ordnance alone is required; few men are necessary, and they are almost completely secured from any danger, and might with ease check an enemy attempting to land. Accompanied by my friend Major Crougee, of the 58th regiment, I rode to Adaia to see the scene of the debarkation of our troops. The ground they had to attack was strong, and the enemy, had they been so inclined, might have done them a considerable deal of mischief.

At Gibraltar Mr. Willyams at length joined his ship, and proceeded in her to Lisbon, of which place he gives a short, and of Gibraltar a more detailed account. Soon after circumstances of a private nature rendering our author's return to England necessary, and having obtained permission for that purpose, he parted from the Swiftsure, quitting, as he handsomely expresses himself, with regret, the friends with whom he had lived on the most pleasant terms for near three years.

The work is elegantly printed, and forty-three beautiful engravings, from drawings by the author, do great credit to his taste, and add not a little to the value and entertainment of the book.

Poetry.

HENRY OF HARWOOD DALE,

A SEA ECLOGUE.

YOUNG Henry was of gentle kin,
 He was the pride of Harwood Dale,
 Nor fail'd he Anna's heart to win,
 So well he told his amorous tale.

Though Anna was of humble race,
A friendless orphan, poor as fair,
Her mind was lovely as her face,
For innocence and peace dwelt there.

No cruel parents to deny,
Soon, soon, the nuptial knot was ty'd;
Anna was blest in Henry's arms,
And he enraptur'd with his bride.

Two smiling infants crown'd their love,
A boy with all his father's bloom,
A girl, who gentler than the dove,
Did Anna's milder tints assume.

Peace shone upon their humble cot,
Blythe industry increas'd their store:
Nor did distress unheeded tell
A tale of woe at Henry's door,

But now the smiling day's o'ercast,
All dark the storms of life arise,
Their halcyon times, alas! are past,
A corpse their good old landlord lies.

The thriftless heirs dispersed wide,
A stranger claims his late domains,
Bred in Columbia's burning clime,
Where labour's urg'd by whips and chains.

All deaf to Henry's plaintive tale,
Their rent he raised triple fold,
Nor could poor Anna's prayers prevail,
Their little stock—their *all* was sold.

Nor tears of innocence could move,
The heart that was to gold a slave,
Henry saw no resource on shore,
But cast his eyes upon the wave.

For warlike thunder shook the isle,
Loud menac'd by proud France and Spain,
Henry forsook his native soil,
To meet the foe upon the main.

He went where gallant NELSON led
His bands to victory and fame;
Upon Aboukir's wave he bled,
And with brave NELSON gain'd a name.

His duty done—he homeward sped,
With eager haste to Anna's arms,
Embrac'd his boy and lovely girl,
And once more felt domestic charms,

Quick launching from the neighbouring town,
The gay new vessel press'd the main,
Young Henry call'd her all his own,
Though at the cost of France and Spain.

Full freighted, with true seamen mann'd,
She bent her course to Russia's shore,
But there a tyrant's iron hand
Enslav'd the crew, and seiz'd the store:

To dark Siberia's barren soil,
The drooping Briton bends his way,
By want assail'd, born down by toil,
While Hope withholds her cheering ray.

Nine tedious months poor Anna pin'd,
At length th' expected letter came,
With trembling hand she broke the seal,
And kiss'd her Henry's well known name.

The tale it told was *passing strange*,
Of want, of sickness, death, and woe,
Where houseless, friendless, they were urg'd,
O'er untrack'd wastes of driving snow.

Where fierce and sullen as the storm,
Stalk'd forth forlorn the shaggy bear,
Where hungry wolves that bay the morn,
Hang on the fainting trembling rear.

At length in pity to our lot,
Heaven cast the tyrant from his throne,
A milder sun on Russia rose,
Whose beams on us benignant shone.

Free'd from our chains, our ships restor'd,
 Exulting hope each bosom warms,
 Soon shall we view old Albion's coasts—
 I fly, my Anna, to thy arms.

DESCRIPTION OF PLATE CX.

DARTMOUTH, which receives its name from its situation at the mouth of the river Dart, is a populous town in the county of Devonshire, with a commodious and well defended harbour, being guarded by two castles, which stand on each side of the river. It is a town of considerable trade, carrying on the greatest pilchard fishery of any place in the west, except Falmouth, by which means, during times of peace, it is in possession of a lucrative commerce with Portugal, Spain, and the States of Italy. The town being seated on the declivity of a hill, is irregularly built, and the streets for the most part are narrow and inconvenient; but the quay is large, and the street before it spacious. The entrance of the harbour may, upon occasion, be shut up with a chain; but happily the chance is but small, of the inhabitants ever being obliged to have recourse to such a measure of defence.

Dartmouth formerly consisted of three parts or divisions, which are now all united, and make but one corporation, under the name of Dartmouth. These were Clifton, Hardness, and Dartmouth. Clifton, the most ancient of these divisions, derived its name from the cliffs, on which most of the houses were built, and out of which many of them were dug. The Corporation at present consists of a mayor, recorder, and twelve masters, or magistrates; which mayor, with the concurrence of the majority of the masters, has a power to elect officers; namely, two bailiffs, a town clerk, and a high steward. They keep a court of sessions, and a water bailiwick court. The town returns two members to Parliament, who are chosen by an indefinite number of freemen, created by the mayor and magistrates, and the return is made by the mayor. In the reign of Richard the First, Dartmouth was burnt by the French; and they attempted it again after it was rebuilt, but were bravely repulsed, chiefly by the women, who fighting desperately, made a great slaughter, and took M. Castel, the French General, three lords, and twenty-three knights, prisoners; but by what means this brave exploit fell to the share of these heroines, or whether the men were absent, or inactive, historians do not mention.

Admiralty Sessions.

OLD BAILEY,

OCTOBER 25, 1802.

JOHN Fergusson, the Captain of a West Indiaman, was indicted for the murder of Fernandez Fernandez, on board his ship, the 4th of January 1799, twenty leagues off the Islands of Scilly.

Thomas Gannon was called as witness on the part of the prosecution. He was a sailor on board the ship Anne along with the deceased Fernandez. He said that Fernandez was cook, and was shipped from Antigua in November 1798, bound to London; that the deceased was a healthy man; that they came into the Channel not far from the Bay of Biscay, on the 9th of December, when the weather was very stormy. On Christmas day they were put on short allowance, not more than four ounces of flour a day was given to each man. For three or four days successively, the deceased got nothing, in consequence of ill-will in the Captain. The orders which were given at this time were to reef the fore sail. The deceased was emaciated, and in a very bad state of health; he was upon deck, and was beaten by James Jones, the Mate, because he would not assist. The Captain was in a situation where he could see every thing that was done against the deceased. Fernandez was upon his knees, begging for mercy, while the Captain was calling out, "Lay on, you b——r, give it him." He was beaten for the space of three minutes, by the Mate, who, when he was completely exhausted, was succeeded by the Steward, who laid on him with his fists, and struck him over the shoulders with a small rope. The Captain was standing by at the time in the companion. Thomas Willoughby was next ordered to thrash him with a rope three inches and a half in circumference, till he staggered against the main mast, the Captain all the while calling out as before, "Lay on, you b——r, give it him." He was then quite faint, his knees gave way, and he fell down. The witness supported him while he was falling. The water was getting into his mouth owing to the stormy weather. The deceased was put into convulsive fits, and his face was miserably distorted. The Captain saw him, joked upon the faces which he was making, and ordered Smith, one of the men, to take him out of the way.—This Smith refused. The Captain told him that if he did not obey him, he would share the same fate with Fernandez. When the witness was laying him straight, the Captain called out to make a straight corpse of him: that he was but a Roman Catholic; asked him if he was really dead; to which the witness answered, that he was in a fair way for it. In a short time after the gunner sewed him up, and he was heaved overboard. The Captain said, "That b——r will be in the East Indies immediately, with his Holy Father the Pope, and that England was too cold for him; he would be one out of the mess, and that the rest would fare the better for it." At this time, there was no surgeon on board. He believed, that his beating was the occasion of his death, and not want of meat. Upon the 22d, they were taken by a French privateer, to which they yielded without resistance. They returned to England in June 1800. The witness gave information when he was at Deal hospital in July.

Mr. Garrow cross-examined him. He then said, that the Captain wished to be taken, that he did not fire a gun, and that he made no

secret of defrauding the underwriters. He said he had written to the underwriters an account of this capture. Mr. Garrow read the letter. He also wrote to Captain Fergusson on the 12th of July, but took no notice of the murder that was committed.—The witness had been in town since June last. He said, that he had no prejudice nor resentment against the prisoner, and never expressed any purpose of revenge—never said that he would be d——d but he would be revenged upon him. He ordered hand-bills to be distributed, but it was not from any resentment against him, but only for the purpose of informing the underwriters. Mr. Garrow produced one of the hand-bills, and asked him if it was his? to which he answered in the affirmative. It was dated on the 9th of July, entitled “Robbery at Sea,” and addressed to the underwriters, and all whom it may concern. If any information be wanted on the subject, application may be made to him and T. Smith, No. 4, Church-street, Rotherhithe. He was asked if he had ever been imprisoned, or if he had been engaged in a mutiny not long before the present period? He confessed that he accepted of the appointment of delegate; but it was through fear of death, and at last he received his Majesty’s pardon. He wrote letters to the Admiralty about this business, but was not certain whether it was before or after he had written to the underwriters. He swore that he was not concerned in the Irish rebellion.

Here the prosecution finished, there being no other evidence but Gannon.

The prisoner being called on for his defence, produced a written paper, which was read to the Court, denying the charges, and impeaching Gannon’s character.

The prisoner, in his defence, called Captain M’Caw.—Gannon had been on board of his ship, the *Latona*, could give no very good character of him, and would hardly trust him upon his oath.

Thomas Benson, one of the crew, knew the deceased very well; he was with him when he died; he suffered considerably from the weather, he supposed his death, was occasioned by want of meat; that the Captain was below at the time that Jones and Willoughby beat him. His beating certainly did not occasion his death; he was not dragged up and down the deck as was stated. After he had been beat, he performed his duty at the pump. He carried him to the lee side of the vessel, and was with him when he was thrown into the sea. They had before tried to recover him, by washing his temples with rum: every attention was paid to him. The Captain was below sick at the time. The deceased lay on deck about an hour before he was thrown over. It was not true that the Captain said any thing about the Pope, it was the witness on the part of the prosecution, who had said those words. The expression, b——r, was not used; nor d——n the b——r, lay it on.

Hunter, another of the crew, gave a similar evidence to the above. Several persons gave the witness for the prosecution, Gannon, the worst of characters; and others gave the Captain, the prisoner, a good character, for humanity, &c. Upon which, after the judge had summed up the evidence, the jury gave a verdict of—Not guilty.

— Boswell, Captain of a merchant ship, was indicted for murdering Wm. Darlington, an apprentice on board of his ship the *Ariadne*, from Liverpool. She sailed in January last for Demarara. It was stated by the Attorney-General, the deceased was breaking chalk, in order to make putty, and had left some scattered on the ground. The Captain was so enraged at this, that he beat him with the rope’s end,

kicked him, thrust him down below, and threw a mallet at him, which it was supposed struck him.

George Roy deposed, that he had seen him flogged, and that he believed his death was occasioned by the blows which he had received. When he was cross-examined, he contradicted himself so much, and appeared to have such a resentment against the Captain, that he was at length stopped, and the trial put an end to, by honourably acquitting the prisoner.

The witness was ordered to be detained for perjury.

OCTOBER 26.

W. Codlin, John Read, W. Macfarlane, and John Easterby, were indicted for feloniously destroying, and procuring to be destroyed, the brig *Adventure*, (nominally bound to Gibraltar and Leghorn), with a view to defraud the underwriters, Messrs. Maryan, Ryder, Honeyman, and Nash, on the 8th of August last, off Brighthelmstone, by boring three holes in the larboard run, and other holes in the larboard quarter. Codlin and Read were charged, as officers of the ship, for committing the fact; and Macfarlane and Easterby, as owners, for procuring it to be committed. There were other counts, charging the vessel as wilfully castaway, not destroyed.

The traversers being arraigned, pleaded, severally, Not Guilty.

The following jury were then sworn:—

THOMAS LOVELY,
GEORGE SPEAR,
JOSEPH ALDRIDGE,
ROBERT DENNET,
JAMES NUTZ,
EDWARD FRISBY,

JOHN CURTIN,
JOSEPH GORDON,
SAMUEL CONDON,
ROBERT SCOTIN,
RICHARD BARTHOLOMEW,
CHARLES J. HAYES.

Mr. Maryat opened the case for the prosecution, and it was stated by Mr. Garrow, who described the charge against the four prisoners at the bar, to be, that two of them, Codlin and Read, had scuttled the vessel named the *Adventure*, with a view to defraud the underwriters; and that the other two, being owners of the said vessel, had procured the said crime to be committed, with the like fraudulent purpose. This, it was hardly necessary for him to say, was, in the eye of the law, a capital offence. It was, indeed, in every respect a case of the utmost importance, and called for the anxious and patient attention and examination of the jury; not only as the crime imputed went to affect the life and character of the prisoners; but also as it was intimately connected with the vital interests of the country. It was the policy of the law to protect a system which excited the astonishment of the world, which, following commerce into every corner of the world, divided every risque which attended, and taking upon itself all the perils of every enterprise, however hazardous, prevented individual ruin, by the division and reparation of losses, which would be otherwise inevitably destructive. It was our peculiar good fortune that this practice existed only in this country, and it was our glory that it secured not only our own commerce, but the commerce of the world. But, if crimes like that imputed to the prisoners were suffered to pass with impunity, this great and beneficial system could not exist, and with it would perish, the most important interests of the country. This, he said, not with a view of prejudicing the individuals at the bar, but of impressing the jury with the magnitude of the case, and the attention which was due to it; and so far was he from wishing that it might have weight in any other sense, that he earnestly entreated that not only if he should have the misfortune to say any thing

of an aggravating nature, but even if the jury had heard any thing in conversation abroad, as it was natural they should, on an event so likely to take hold on the curiosity of the world ; if they had read any thing upon the subject, if they had thought on or discussed it, they should efface every impression that they may have received in this manner, and bring their minds pure, and unimpressed, to the consideration of the evidence about to be submitted to them, as if to matter entirely new and entirely unknown before. If, notwithstanding what he had said, and the sincerity with which he declared his determination not to press any thing farther than it was entitled to go, he should still in some things, taking the proof from his instructions, speak with the indignation which the fact, if proved, was calculated to inspire ; the jury would separate the argument from the passion, and leave out every thing that might affect the coolness and impartiality of their decision, on the bare and simple evidence of the case. If the jury had, like him, the good fortune to hear the charge given yesterday from the bench to the grand jury, it would be unnecessary for him to say a word of what they were bound in conscience to do. They would be guided by those principles which the learned chairman had then so humanely and wisely laid down ; they would feel every tenderness for those whose lives were committed to them, but not so far as to lose sight of that justice for which they were called upon, as far as the crimes imputed should be made out in evidence. He would not trouble the jury with any observations on the law of the case ; that, if any doubt should arise upon it, would be decided by the judges there, or in another place. He should, for the present, only say, that if the facts imputed should be clearly made out in evidence, no doubt could be entertained of the guilt of the prisoners. In the course of the case, some facts would impute guilt to all the prisoners ; others, were imputable only to the separate individuals ; but all were evidently connected with the general design of fraud. Codlin and Read were charged with effecting the destruction of the vessel. This fact would be first established, and then it would be shown how it applied to Easterby and Macfarlane. Here Mr. Garrow entered into the history of the fitting out of the ship, which was purchased by the prisoners, Easterby and Macfarlane, in May last, and sailed from the river in July, with her loading incomplete, for Yarmouth, with a person of the name of Storrow as supercargo. This man was long connected with Easterby, and was a most important witness ; his object was to get an old account settled, and he left the ship before she proceeded to the Downs, and another supercargo, the prisoner Read, came on board. In the Downs, the mate left the ship, and Cooper, who was to be a witness, was taken from before the mast, and, notwithstanding his confessed ignorance and incapacity, was put in his place. After repeated delays, which would be proved to be unnecessary, the ship sailed at length from the Downs, and was lost off Brighton, in consequence of holes bored in her bottom by the mate Cooper, by the orders of the prisoner Codlin. This man would unquestionably appear before the jury in the suspicious light of an accomplice. Persons about to perpetrate crimes, did not call upon indifferent persons to look on and see their guilt. The law, therefore, in order to have some check upon secret machinations and conspiracies, was under the necessity of adopting the testimony of persons involved in the crimes which they proved, leaving the credit due to them to be appreciated by the jury, which was to pronounce on the fact. The testimony of such a person would not, of course, be sufficient to affect the life of any man, if it stood single and unconfirmed ; but if corroborated by

strong and undeniable circumstances, it acquired a credibility equal to what it would have possessed, if its source were originally pure. After asking the jury, whether, in case of such a confirmation, they were not bound to believe the testimony of Cooper, which afforded against Codlin and Read (the latter indeed taking no active part, but being privy to the mischief) a body of irresistible facts? He would now proceed to the confirmation itself, and he would engage to surround this witness with a tower of confirmation, which it would be impossible to break through. Those boats, which, every where on the coast of Britain, are looking out for ships in distress, to relieve them, would have certainly saved this vessel, if the Captain, afraid of their finding in her those damning proofs of his crime which he could not resist or deny, had not prevented them. It would appear, not on the testimony of Cooper, but of others, that these boats were ordered to keep off. If this was made out, was it not a strong confirmation? If a man within reach of assistance, and in evident and declared want of it, refuse it, is his conduct reconcileable in such a case, with any thing but designed and determined guilt? The Swallow revenue cutter, on coming up, acted in a more decided manner, and fastened a rope on the main-mast in order to tow, but the vessel only righted and went down. Mr. Garrow here begged leave to go a little into the law of the case; it may possibly be said, that as the hull had not gone to pieces, as the planks had not separated, as the vessel was not totally destroyed, this action could not be maintained. If, indeed, in order to accomplish the destruction of a vessel, no two boards were to remain together, and no atom of her to be found; if indeed, that were the law, there was an end of this case, and with it, of the most valuable interests of this country. Mr. Garrow traced the progress of the Captain and crew of the vessel to Brighton, where they were joined by the owners, Macfarlane and Easterby, and a gentleman of the name of Douglas, as agent to the underwriters, the owners having written to them that they abandoned the vessel. There was Mr. Lavile on the part of the underwriters also. The Captain was desired by Mr. Douglas not to leave the place, but he departed under a feigned name, which he changed again on his way to Harwich, off which place he was arrested in a packet-boat, on his way to Hamburgh. He would ask the jury, if these facts were made out, and if new confirmation were added from the circumstance of the crew not being permitted to go below; whether it was possible, with all the charity they brought to the investigation of the case, not to find the prisoners guilty? He wished not to go beyond the rule he had formed to himself, of never urging any thing beyond moderation, or adding to it any weight but what it was entitled to. Easterby and Macfarlane were charged only with a fraud on the underwriters; but if the facts respecting the cargo should be proved, their crime came under many other descriptions of guilt. The cargo was of such a nature, that large insurances could be effected on it. Policies were in fact covered for 9000*l.* and if all that had been intended were effected, the whole would amount to 13,000*l.* Such was the general opinion of the good faith of mercantile transactions in this country, that the bare production of the invoices of the goods shipped was generally held sufficient at Lloyd's, and it was only in suspicious cases that they required the production of the bills of lading, signed by the Captain or Mate of the vessel. But it would be proved that in this case fabricated invoices had been produced, charging the goods 20 or 30 *per cent.* beyond real cost; a thing which would be done by no man calculating on the fair profits of a fair adventure. He would be told that this was a thing sometimes done in the fair course of business;

if it were done, and considered fair to be done, let this case be dismissed. Not content with the fabrication of these invoices, Codlin had produced bills of lading for goods that had never been put on board; he had made out his manifest for things, some of which were on board, others not, and many of those things which were on board, were unshipped. The intent of the voyage would be proved by Storrow, a witness altogether unimpeached, and on his testimony he would ask the jury, whether they could have any hesitation to say, that the vessel went out, not to proceed to her proposed destination, but to be destroyed. Storrow was to proceed with the vessel to Gibraltar, where he was to dispose of the cargo, amounting to 3000l. to send home two sets of advices, one representing the real sale, the other, stating a sale under the real price, which was to be shewn to the underwriters, in order to afford room for a claim of indemnification. Storrow left the vessel, and the meditated villainy was executed in so clumsy a manner (for knavery, he had always found, was blended with a large portion of folly), and in such a place, close off Brighton, in the open day, that it was impossible it could escape detection. What was the conduct of Easterby and Macfarlane, on receiving information of this event? Merchants, anxious to preserve their character at the Royal Exchange of London, would have done every thing to save the vessel; but Mr. Easterby told Captain Codlin, he had done the business in a bungling manner, why did he sink the vessel there? that he should have sunk the vessel on the coast of France, when he might have escaped to either shore in the boat, the weather being so fine; and the underwriters were, at the same time, written to, that the vessel was abandoned by the owners. Mr. Garrow here enumerated the various circumstances of the payment of wages to the crew, to which, in such a case, they were not entitled; the command given to Cooper to keep himself concealed at London, and his publicity; the discovery of some of the goods in the houses of Easterby and Macfarlane, and particularly of six packages of plate, made up in parcels unusually small, under the pretext of fitting them in the lockers, but not found in the lockers, nor on board the ship, but in the houses of Macfarlane and Easterby. It would be proved that Easterby had taken out part of the cargo, in the river, and that some which had been taken out, was shipped on board the ship William, belonging to him and Macfarlane, and bound to the West Indies. These facts, and principally those perpetrated by Cooper at the instance of Codlin, witnessed and countenanced by Read, as supercargo, while the whole course of the conduct of Easterby and Macfarlane proved a connexion and communication, which would, if established in evidence, prove the guilt of all the prisoners. It was of the last importance, that the case should be discussed with that attention and accuracy which were in all instances due to justice, but particularly in instances of such magnitude. After the experience he had had of the conduct of the jury which he was addressing on many important occasions, and particularly on two extraordinary instances of human depravity that had occurred the day before; he was satisfied they would allow the prisoners the benefit of any reasonable doubt, and he was so fully satisfied that they would discharge the duty of jurors with propriety in every respect, that it would be impertinent in him to say more.

T. Cooper (examined by Mr. Garrow) was a seaman on board the Adventure, originally before the mast; was shipped in the River, the vessel then lying below Limehouse. Codlin was Captain, and Douglas mate; the rest of the crew consisted of two boys, making in all five. Storrow was coming back and forward. There was a part of the cargo

on board. The vessel sailed from Limehouse for Yarmouth, where she took in twenty-two hogsheads of tobacco, some linen, and fifteen tons of ballast. From thence they proceeded to Deal, having taken aboard at Yarmouth an additional hand, named Walsh, a bricklayer's labourer. At Deal, Douglas, the mate, complained of the rheumatism, and left them. Storrow went away, and was succeeded by Read. They took in another hand, named Lacy. The Captain said, as witness was bringing him off shore, that witness should take Douglas's birth; but witness said he was not capable, not knowing navigation. The Captain said, as long as he pleased him, that was plenty. They did not sail from Deal so soon as they might. The Captain said at one time, he waited for letters, and at another, he waited for a wind. It blew a little, but other ships sailed. At length they sailed five or six days before the vessel went down. The Captain gave strict orders to keep the boat free. Witness put in four oars, cutting two of them to the length. Formerly they threw lumber into the boat, but the Captain ordered that there should be none there, and that there should be plenty of tholes or pins for the oars. The Captain said they should not be in the vessel forty-eight hours longer: this was Friday. On Saturday he said that night should be the last; it was impossible she could carry them through the bay; he did not think her trust-worthy for his life, and why should witness for his? The Captain then sent witness down to mix grog for himself and Read, and some of the crew. Witness was afterwards walking the quarter-deck, the Captain was at the helm, and called witness to relieve him. The Captain went below; he came up in a quarter of an hour, and said to the witness, "Go down and you will find an auger on the cabin-deck, take up the scuttle, and bore two or three holes in the run, as close down on the bottom as possible. The witness went down, and found the auger; it was a new auger brought by the Captain from Deal, and was put into the handle of another auger; he bored three holes close down in the run with two augers and a spike gimlet, which he left in the holes. The place was quite small, he could not sit upright in it; could not say whether the Captain could sit in it; the Captain said before he went down, that he was too clumsy; witness came on deck, and told the Captain he had bored the holes. The Captain asked if the water was coming in? witness said, not much, for he had left the augers in the holes. The Captain said, they might remain so till day light. On Sunday morning the cabin boy was prevented from coming down by the Captain; before that, he always came down and got breakfast in the cabin. At day-break witness pulled out the augers, the water came in, but the Captain did not think it came in, in sufficient quantity, and wished for the mall to enlarge the holes. The witness said, the crow-bar would do. The Captain ordered him to bring the crow bar, and make the holes larger. He did so, the Captain was present all the time, and lent a hand to knock down the lockers to make room. The crow bar went through the bottom, and the witness believed, so did the augers. Mr. Read was in bed close by the holes. The distance might be about four yards. Mr. Read turned himself several times while the witness was boring the holes: he never spoke, nor did witness speak to him, but he turned in the bed several times, the auger did not make much noise. When the holes were bored, the witness called Read, by the Captain's order; he came on deck, but shortly after he went down and went to bed again. The bed was on the larboard side of the cabin. Read could not see the augers, but he might hear the water run, as the cabin boy heard it, and the witness heard it himself, a small hole being left open to keep

the pumps at work. Read went to bed again, but he was on deck when the hole was beat with the crow-bar. Read was permitted to go down, but the boys were not. When the hole was beat through, the colours were hoisted; the boat was already out, and all hands in it, but the Captain and witness. Witness packed up his things when he was told they should not be forty-eight hours in the vessel, but he mentioned the matter to nobody. He packed them in a bread-bag which he emptied on the deck. When the holes were boring, the Captain ordered the men aloft to take in sail; no one could possibly see or hear him, except witness, the Captain, and Read. They left the vessel at eight o'clock. Several boats came off on the signal. The people in them said, they (Capt. Codlin and his people) had met with a sad misfortune: they answered yes. The boats' people asked if they wanted any assistance, and offered to tow them on shore. The Captain said she was his while she swam, and they had no business with her. The Swallow revenue cutter then came up, and took the brig in tow, fastening a hawse to the mast: the brig, which lay on her beam ends before, immediately righted, and went down. Witness has no doubt that she went down in consequence of the holes. Read's trunk had come on board at Deal, it was sent back the next day; witness helped it into the boat; it was full of linen when it came, it was not locked. Witness does not know what it contained when it went back. Captain Codlin and the whole crew went to the Ship Tavern, at Brighton. Read said to a lady who came to see him, that he had lost every thing belonging to him, and that he was ruined. The lady was a Welch woman, in a blue habit, from the same town with one of the boys, who knew her. Easterby and Macfarlane came to Brighton on Tuesday; they came to the Ship Tavern. Easterby asked where the holes were, and of what size. There were some carpenter's tools on the floor, which had been brought from the vessel. Easterby asked if the holes were of the size of the handle of the chissel that was among those tools; and being told they were, said, the witness should prepare the handle to plug the holes in case the ship came on shore, as she was then driving in. Macfarlane was in the room, but witness cannot say whether he could hear, as Easterby spoke in a low voice. Easterby said Codlin was a d—d fool, he had made a stupid job of it, he should have done the business on the French coast, and then he might have made the shore of either country in the boat in such fine weather. Read was in the room and Macfarlane also; Macfarlane discoursed with them, but witness did not hear what he said. Easterby spoke loud enough for all in the room to hear him. Macfarlane and Easterby ordered the Captain and witness to go to London together, and to take private lodgings, in which they should keep close, or they would be under sentence of death. Macfarlane took seats in the coach for them, and paid their passage. Read wrote on a piece of paper, where witness was to go in London, to Macfarlane's house. Witness received 9s. wages, and Macfarlane gave him a guinea; this was after he had described the size of the hole; cannot say whether the others were paid their wages; witness came up with one of the bags, the Captain being stopped by a gentleman (Mr. Douglas). The boy was put in his place at five or six in the morning. Read went with witness to the coach office; Macfarlane came after, and Easterby came with the boy, who was apprentice to Storrow. Only one pump had been worked for any length of time in the ship, the other was not in order. There was gear for the other, but the Captain did not want to find it. The Captain sent the boy down for his great coat; the boy, on his return, said the water was running. The Captain said it was no

such thing, it was only the water in the run, and told the boy to go forward. He ordered witness to go down and see, but jogged him as he passed, and told him to say it was nothing. Witness, on coming up, said it was only the water in the run. Witness staid in London two nights, and then went to his mother near Saxmundham, in Suffolk, having no money, and failing to get a ship after several applications, he walked the whole way, which is eighty-eight miles. When he arrived, his mother told him, there had been people after him about a ship; and there were hand-bills offering a reward. He immediately sent for the constable of the place, Mr. Askettle, and surrendered himself, to whom he told every thing, desiring him to take him to London.

Cross examined by Mr. Fielding. Is twenty-four years of age, is sure the vessel was lost by the holes. The Captain was at the helm when the holes were bored with the augers, but he was present when they were enlarged with the crow-bar; witness owned the thing was done by his hand, but it was by the Captain's order. He would have surrendered himself in London, if he had known that any search was made after him; he was not influenced by the reward; he gave himself up that no other should get it, and because he had done what was not right. He told what he had done, and if he was to suffer he was ready. He did think of the possibility of suffering, but he trusted to the Almighty; he repented and surrendered himself to the law. He was brought up to town by Askettle and Stoker. He was taken before the Lord Mayor, and told the same story that he told now. He did not understand that becoming a witness for the Crown would save his life. He had been examined three times while in prison, in the New Compter, where he had seen Lavie, but did not communicate with him. He was ready to suffer if he deserved it, but hoped the saddle would be put on the right horse. He had got nothing from Captain Codlin besides his wages, except a new coat, and a promise that he should not want a birth. He does not think any other person heard what passed between him and the Captain. The ship was steered by the Captain to Brighton, they came within six or seven miles of the shore. They left the vessel twice, and returned again to get her head in shore, and make it believed that they wanted to get in. When the Swallow took the Adventure in tow, they went on board her; before that, they lay near their own vessel, but not close, lest any accident should happen to them in her going down. Witness never received any reward, nor does he expect any; he had no promise but the Captain's promise of a birth. He conceived the ship to be the Captain's property. When the Captain said she was not trust-worthy, he packed up his things; he said nothing of it, because the Captain desired him not to communicate it. It was on the Saturday night when he bored the holes that he had the promise of a birth. He had voluntarily given the same account that he gave now before the Lord Mayor, when it was put in writing, and read to him.

John Morris, a boy, was apprentice to Storrow, who was supercargo to Yarmouth, went on board in the river; the brig took in her loading in the river; witness knows Easterby, and saw him come on board several times; saw him go down into the cabin, and take some parcels of tea and sugar, which he put into his boat, and took off. Witness knew the parcels to contain tea and sugar, as some of them had been taken for the ship's use; they were small packages, in blue and brown paper, and might contain about 15lb. Witness saw nothing else taken out at that time, nor at any other, except some flour and pease, which were sent into the William, a West Indiaman, belonging to Easterby

and Macfarlane; and a swivel, a keg of paint, and a cable, sent into the same ship, Witness did not know if this ship remained in the river when the *Adventure* sailed. This witness agreed with the former in the account of the voyage to Yarmouth, and thence to the Downs, the taking on board and sending on shore Read's trunk. On the Saturday night before the ship sunk, witness was sent down for the Captain's great coat between ten and eleven: he found the lockers all safe, but he heard the water rush in at the scuttle. This witness agreed with the last in the account of his reporting the leak to the Captain, and the Captain's conduct thereupon, as well as the Captain's preventing him from bringing the gear of the second pump, when sent for it by Lacy and the other boy Kennedy. He was one step down the companion when the Captain pulled him back, and said the Mate knew where to get it: the water was then gaining very fast, as they found by the pump. The gear of the second pump was got at last; but the pump was not worked till morning. Witness was then ordered into the boat. On Sunday he was not suffered to go into the cabin, as usual, to get his breakfast, the Captain said the Mate would do all; the Mate gave witness a bason of tea on deck. Witness saw the crow-bar lying on the deck, and saw the Mate take it down, but does not know where Codlin then was. When the signal was hoisted in the morning, the whole crew was in the boat but the Mate and the Captain; they had been, three or four, at the pumps before the ship turned on her side. The Captain prevented the boats from approaching the ship till the cutter took her in tow, when she immediately righted and went down. Her top gallant remained still above water. While in the boat Mr. Read said he had lost all; he was ruined. Read wished the vessel might sink, lest she should be plundered by the people in the boats. This witness gave the same account that the other did of the party coming to Brighton, and the subsequent arrival of Macfarlane and Easterby. He knew nothing particular of what passed there. He was sent up to London on the same morning that Kennedy went, with no direction further than that he was to go back to his master.—His cross-examination had nothing material in it.

George Kennedy was apprentice to Captain Storrow, and was on board the *Adventure* in her voyage to Yarmouth, and thence to the Downs. He assisted in taking Read's trunk on shore the evening before the ship sunk. It was full, but he did not know with what. The Mate generally slept with the men, in the forecabin; but, on the night the ship went down he was never below, but remained aft with the Captain. The witness was in the first watch, which was the Mate's, and was ordered aloft with the other men to take in sail. When the men wished to work the second pump, he was going for the gear, but the Captain prevented him, saying, the Mate knew where it was. The Mate brought a great deal of wrong tackle, and it was not the right thing that was got at last. This witness agreed with the others in the detail relative to the taking of the crow-bar, going into the boat, the going down of the vessel, &c. On his cross-examination he said he did not know to whom Read's trunk was directed, but there appeared to be no concealment about its being sent. Codlin went with him, and Lacy, when they took it to the coach-office.

Lacy, a seaman, came on board the vessel at Deal. They arrived at Brighton on Sunday. Witness offered to take the helm, but the Captain said he would keep it, and ordered him to take in the gib. It blew a little at the time, but it was not absolutely necessary to take in sail. When the second watch came on deck, at four in the morn-

ing, the water was gaining fast. Morris proposed to bring the other pump geer; but the Captain stopped him. At five, the two pumps were set going, but there were then three feet six inches of water in the hold, and it was still gaining. About six or seven they found they could do nothing with the ship, and they took to the boat. All hands took breakfast before they left the ship. This witness was not much in the cabin, as his business was not there; but when he was down on Thursday, every thing appeared safe. A chisel had been brought on board by the Captain at Deal; witness also saw a small auger. In going on shore, Read cried very much, and said, he had lost every thing, and was entirely ruined. Witness does not know what Read had on board, but had taken his trunk on shore at Deal. Did not see any direction on the trunk; heard Read wish the vessel to sink to preserve her from being plundered. This was said while they were in the boat when she was on her beam ends, and before she went down. He knew nothing of what passed at Brighton between the Officers and owners. The mate was with the Captain, Messrs. Macfarlane and Easterby, and Mr. Read. The others were shown into the tap. They were paid by Easterby.

James Welch was on board the *Adventure*, was shipped at Yarmouth, from whence he sailed to Deal. He saw Mr. Read on board, was in the cabin, and saw the lockers in it as they ought to be. There were two boys on board, who used commonly to prepare the Captain's breakfast. One of them had been prevented from doing so by Captain Codlin, the morning before the brig sunk, and the mate handed the boy some tea up on deck for his breakfast. There were two pumps on board, but only one at work when the vessel was leaking. The water gained upon them, they could not get the second pump to work for a long time. The boy wanted to go down for the geer of the second pump, but the Captain would not let him, saying, that the mate knew where it was. An hour was lost before the geer was got. A signal of distress was made long before the brig was on her beam ends. Some boats came out from Brighton. One of them said to Captain Codlin, "Shall we take you in tow?" The Captain said, "I have not done with her yet." A custom-house boat then came out, and said he should take care of her, and took possession of her by placing his flag upon her mast. Witness and the rest of the crew went on shore in a boat. Read came out of the cabin crying, said he had lost what he had made for between twenty and thirty years. "These rascals," added he, when at some distance, "are still alongside of her (the brig) for the purpose of plundering her more than any thing else. I have but two guineas in the universal world, to carry me to London—take one of them."

Edward Storrow has been acquainted with the prisoner Easterby seventeen or eighteen years. He served his apprenticeship to him. Has sailed since in his employ as master of a vessel; he applied to him in May last to sail as supercargo in the *Adventure*. Became acquainted with Macfarlane in April, and became supercargo of the brig accordingly. He had frequent conferences in consequence, with Easterby and Macfarlane. About three weeks before the vessel sailed, he was in Easterby's parlour, at his house in Canada Walk. None but themselves three were present. Easterby broached the conversation; said he did not doubt but that many ships had been sunk, and might be sunk, to take in the underwriters for money; that he had no doubt of the possibility of doing it. This took place after witness had agreed to be supercargo. Easterby told him that he and Macfarlane were jointly concerned as owners of the brig and cargo, but

does not know whether Macfarlane heard him say so. A few days before the vessel sailed, he had a conversation with Easterby, at which Captain Codlin was present. Easterby sent for witness to his house, where he found Capt. Codlin, Easterby, and Macfarlane. Soon after his arrival, a conversation took place, in which Easterby said they wished the vessel to proceed from London to Yarmouth, and thence to Gibraltar, there to sell the whole of the cargo; and, that after that was done, the vessel might be taken to the Mediterranean, where she might be sunk, and the people might take to a boat and get on shore. Easterby said, one half of the bills for the amount of the produce of the cargo of the vessel might be remitted in private letters, and the other half in public ones, in order that the latter only might be shown to the underwriters as the whole of the produce, sinking the other half for their own use. He understood himself to be the person appointed to do this as supercargo, and nobody else. This was said in the hearing of Codlin and Macfarlane. Easterby was the principal spokesman, Macfarlane observed occasionally such a thing might be done. He does not recollect any particular observation of Codlin, except that he also said occasionally, such a thing might be done. He understood these observations were pointed to the Adventure, and that her cargo was shipped at the time, and neither Codlin or Macfarlane ever made any objection. He never intended to fulfill his engagement as supercargo. His reason for holding out an appearance of undertaking that office, was to get some former accounts with Easterby settled. It was with this view he sailed in the brig from Gravesend. Easterby delivered to him the invoices of the cargo, and witness returned them to him at Deal. [Here the examination was interrupted for the purpose of calling Mr. Bennet, who said he served a notice on all the prisoners separately on Sunday last, to produce these papers upon the trial]. The examination being then resumed, witness said, the amount of the invoices was about 900*l.* but cannot say there were any valuable goods in the invoices which were not on board the brig. He proceeded with her to Yarmouth, and then wrote to Easterby that he would not go out upon the voyage. From thence he went to the Downs, and there finally quitted the vessel. He saw Easterby at the inn at Deal, but not on board the vessel. He delivered the invoices, and all the other papers, to Easterby at the inn. This witness also proved the hand-writing of Easterby to the joint deed of him and Macfarlane, appointing Read supercargo of the Adventure. He also proved Codlin's hand writing to another paper, produced in evidence, in the sequel of the trial.

John Blackett, jun. proved Macfarlane's hand writing to the above paper, appointing Read supercargo. It was accordingly read in evidence, dated London, the 22d of July, 1802, signed by George Easterby and William Macfarlane, stating themselves sole owners of the brig Adventure, and cargo; William Codlin, Captain; and allowing Read 20*l.* and expences, for proceeding to the Mediterranean as supercargo, and covenanting to pay thereout 20*l.* quarterly to Mrs. Read.

Robert Douglas went down to Brighton on behalf of the Underwriters, where, on his arrival, he advised with Mr. Mitchel. He then went to Easterby and Macfarlane, but did not at first communicate to either of them the reports respecting the loss of the vessel. He produced, however, at his first meeting, the authority of the underwriters to make inquiry, and mentioned also at the same time to Easterby and Macfarlane, that he was desired to detain the Captain and the crew, to assist in saving the cargo. Did not mention that he had any other object in doing so. Read took out his watch, said it was

part of the cargo, and as such belonged to the underwriters. Witness remained at Brighton the remaining part of the day, to take notice of what they were about. The morning following he went to the place where the stages set out from. There he saw Easterby, Read, and Macfarlane walking together. He immediately went up to them, when they told him that Captain Codlin was going to London in the stage. He expressed his astonishment at their permitting him to go, after what had passed the day before. Easterby answered, that Macfarlane would go in his place, and take one of the boys with him. Macfarlane went off, and Easterby, Read, and witness walked down to the Ship Inn. When arrived there, Read said that he had a box of watches, and a small packet, which he meant to give up. He met Codlin at the inn, and told him he was very wrong to leave Brighton until the fate of the vessel was known. Codlin answered that he had no papers, and Easterby added, that his stay would be attended with considerable expence. Witness then proposed to defray the expence, and provide a bed for Codlin if he found any difficulty in procuring a lodging. This happened on the Wednesday. Codlin said, very well; by which, witness understood him to signify his willingness to stay. Nothing farther passed at the time. The brig was not got on shore until Thursday morning, about ten o'clock, when witness was standing on the beach with a great many others to see her come in. Witness was the first person who went on board her, and was the first who entered the cabin. He saw a hole in the side of the vessel before he went on board. Upon entering the cabin, he found that the lockers on the larboard side had been knocked down, and part of the ceiling torn up. He observed a hole which appeared to have been made by a rude instrument, by which he meant an instrument that breaks more than it cuts. The hole was about six inches long and five broad, on the larboard quarter in the run. Did not perceive the other holes until the day following, when he observed two auger holes also on the larboard side. The auger holes were not sufficient to sink the vessel, but the other was. He has no doubt but that the vessel was sunk by the latter. The injury was done on the inside of the brig, which was laying on her side opposite the holes, and could not have been done by a rope, anchor, or any thing else from the outside. He saw an auger on the cabin floor. Afterwards he saw Easterby and Read at Brighton, and learned that Codlin was gone. He told Easterby he had acted imprudently in letting Codlin leave the place. Easterby answered he thought there was no harm, as Codlin was only going to London, and would return the day following. Next day (Friday) Mr. Lavie, the Solicitor for the Underwriters, came down, and brought Easterby and Read before a Magistrate at Lewes, when the former was discharged and Read was admitted to bail. On Friday night, Easterby went away, and witness went to his lodgings, where he found some letters directed to Easterby. Believes he told Read and Easterby that the vessel was sunk intentionally, and they said they had no doubt of it. In pursuance of the information contained in one of the letters, dated 12th August, found at Easterby's lodgings, witness went in pursuit of Codlin to Harwich. When he arrived, the three packets were under weigh. He obtained a warrant and pursued them. He got on board the first but did not find Codlin there. He found him, however, on board the second, in one of the bed places, with his coat off, and the rest of his clothes on. There was no such name as Codlin in the list of persons on board, or by what name Codlin

was called. He had two constables with him who took him in custody. Witness, on his cross-examination, admitted that the vessel had been since towed into Shoreham, about three miles from Brighton.

Mr. Brewer superintended the bringing the vessel on shore. Upon getting her to the beach, he observed water issuing out of three places below the water-mark; the uppermost was fourteen inches below it. The holes were made from the inside. He speaks with certainty, because this can be always ascertained by the appearance. He found the lockers and ceiling broken, apparently to enable them to get at the place where the holes were bored. One hole was made with a handspike bar, the others with augers. He found one auger on board the vessel, a three-quarters of an inch one. He did not apply it to the hole for the purpose of ascertaining whether it would fit, thinking it of no use to do so, as after two or three days wet the hole swells. The holes could be made in the inside by taking up the scuttle of the cabin floor. Several augers were now produced in court, one of which, the witness said, was the same he saw in the cabin. He next identified a piece of the plank cut from the side of the vessel, containing two auger holes, with the plugs which were put in them to enable the vessel to be towed into Shoreham. He also identified another piece of the vessel produced in Court, containing the hole made by the iron bar. The hole, he said, was about $8\frac{1}{2}$ inches by $2\frac{1}{2}$, and was made on the larboard run, above the auger holes, at about thirty-five inches from them. This, which was the great hole, was clearly made from the inside, as it was longer in the inside, than in the outside, which could not have been the case had the violence been offered from without. These holes were visible when the vessel lay on the beach at Brighton, and he had placed guards upon it to prevent any alteration. Upon his cross-examination, he said the vessel was plugged to enable her to go into Shoreham, where she was now laying. Being asked, whether she was still capable of being repaired? he answered, "If she had only a stem and stern-post she would be still capable of being repaired for money." To a question from the Chief Justice he said, "she was destroyed as a vessel for navigation, until the holes were plugged up."

Philip Morley, Book-keeper to the coach-office, at Brighton, knows Codlin and Easterby, but not by name. Codlin went at ten o'clock on the 11th of August by the night coach, for London. He has the way bill, but does not know who took the place for Codlin. It was taken for him in the name of Posteto. Thinks Read came with him. Read and Easterby came to the office about nine o'clock, and inquired for the Captain, and was told he was not there. One of them then went out, and returned with Codlin, who went off on the outside of the coach. The other remained in the office until Codlin came.

Richard Perry had a warrant given him to execute upon Easterby. He received it on Saturday the 14th of August. Macfarlane was then in custody. He went to Easterby's on Sunday morning about five o'clock. As soon as he saw them stirring in the house he rang the bell, and was told by the servant maid that Mr. Easterby was in the country. He went again at ten o'clock with a letter which he stated to be of an urgent nature, but received no answer. At two o'clock, however, he gained admittance, and found Mr. Easterby in a small room upon the second floor, where he arrested him.

Mr. Landale identified two papers which he received from Read. One of them was in the joint names of Easterby and Macfarlane,

appointing Read supercargo of the *Adventure*; in it they stated themselves joint owners of her, and authorised Read to dispose of the goods at Leghorn, or any other port in the Mediterranean, and to take upon himself the sole navigation of the vessel.

Mr. Elstoff proved the execution of the above instrument by Macfarlane, in the joint names of Easterby and Macfarlane, of both of whom he was the attorney: it was prepared in his office.

The cross-examination of Mr. Landale was now proceeded upon. He said, he is a clerk to a magistrate at Lewes; Read was brought before the magistrate on the 13th of August, upon which occasion he put the two papers into his hands; one the instrument above stated, the other a power of attorney to receive money. No man could act with more candour and openness, than Read at the time. Read was discharged upon his recognizance, but remained at Lewes until the 22d, a space of nine days. On the 22d, a warrant came from the Lord Mayor of London to witness, and Read was arrested upon it. Witness saw Read every day, while at Brighton; Read desired all his letters to be first brought to witness for inspection, and told him he had sent a trunk to London, which he wished to be delivered up, in proof of his innocence. Read was in custody at the time he delivered up the papers.

Mr. Blackmore, an insurance broker, was applied to on the 22d of June last, by Easterby, to procure an insurance for 1000*l.* on the cargo on board the *Adventure*, bound for Leghorn, &c. He effected the insurance on the 25th, and on the 28th he received from the same, an order in writing, for an insurance of 3500*l.*, on goods on board the same vessel, and was desired at the same time to make an insurance of 700*l.* upon the vessel herself. On the 22d of July he received another order for an insurance of 650*l.*, amounting in the whole to 5850*l.*, and on all these orders he effected insurances to the amount of 4500*l.* He received another order from Macfarlane on the 29th, for an insurance of 250*l.* on the supercargo's commission, and of 750*l.* on goods on board the *Adventure*, and for a further sum of 100*l.* on the Captain's apparel, &c. He charged the premiums of all to Easterby, understanding from both him and Macfarlane, that the business was the joint concern of them both, and he never had any communication with Codlin. He had no doubt that Easterby and Macfarlane each knew the amount of the whole business. The policies were delivered to Easterby, and were brought back to witness by Easterby and Macfarlane together, and deposited as a security with him, for a sum due to witness for premiums upon the ship *William*. He had stated a doubt upon the security which he held for the premiums on the ship *William*, to Easterby and Macfarlane, together and separately, and it was in consequence thereof, that they brought him the policies on the *Adventure* and cargo, as a collateral security, and their joint pledge.

Mr. Blackmore, jun. received the orders for the above policies from his father, and had them done. While in the act of doing them, at Lloyd's Coffee-house, Macfarlane desired him to make a further insurance of 550*l.* but his father prevented the execution of this latter order, and he received no further one. The heads of the several policies so effected, were then read in evidence.

Mr. Blackmore, sen. was then re-examined in corroboration of the testimony of the last witness. He said something had occurred to his mind, to induce him to prevent the effecting the order for the insurance of the 550*l.* and that Easterby had countermanded any further insurance, but not until witness had formed his determination not to do any more.

John Walker Parke received an order for an insurance from Easterby, on goods on board the *Adventure*, for 4000*l.*, which he effected. He communicated with Easterby and Macfarlane on the subject. Easterby also wished to effect an insurance for 8000*l.* or 10,000*l.* Does not know that Macfarlane was present. Upon witness observing that the vessel was a small one, Easterby represented her as having very valuable articles on board, such as plated goods, linens, &c., that lay in a small compass. The vessel was about 70 or 80 tons burthen.

Mr. Brooker, a Notary Public, said, Captain Codlin, Cooper, the Mate, and Read, applied to him to prepare a protest on the loss of the vessel.

Mr. Coldbatch, Clerk to Brooker, remembers Codlin coming to the office, to have the protest prepared. He received papers from him for that purpose, consisting of bills of lading, &c. the heads of which he inserted in the protest, but Mr. Brooker struck them out.

Mr. Brooker being again called, said, he revised the draft of the protest. He believes Easterby and Macfarlane were present at the time. The bills of lading were returned to Easterby; (here the notice for Easterby to produce the bills of lading was proved, and the terms not being complied with, the rough draft of the protest was shown to Mr. Brooker, who said, that it contained a faithful enumeration of the bills of lading given at his office by Captain Codlin.)

Mr. Whitmore produced the cockets from the cocket office.

Henry Read, an officer in the Searchers office, produced the manifest of the *Adventure's* cargo.

Mr. Flowerdew was employed by Easterby, to make out the manifest. Does not think Macfarlane was present at the time; he identified the manifest which was exhibited to him. In making it up, he got instructions from Macfarlane, particularly in one entry.

Mr. Gates, a Custom-house-officer, at Brighton, said, Easterby and Codlin came to the office to expedite the report, that Codlin might go off that evening. Codlin gave the cockets in presence of Easterby, from which the report was made up.

Thomas Tasker, one of the salvors, was present when the hatches were first opened. He took an account of the cargo on board. He did not find six cases of silver plate, nor any plate whatever, although such was stated in the report of the loss. Of four casks of earthen ware returned in the report, there were only two in the vessel, and no boxes whatever of china, although the report contained four. There were 11 bales of cloth in the report, and only five in the vessel, and no case of cutlery, and only two fowling pieces, though one case and four fowling pieces were reported. Two cases of hats were in the return, but none in the vessel; and only 58 out of 100 bottles of painters oil; six cases of pickles were returned, but none forthcoming. There was a grand piano forte in the return, but not in the vessel. There were no cases of organs, of which two were returned. Mr. Myers saw all the rest of the cargo, except two cases of trifles, of small value.

Mr. Myers, a broker, saw the cargo, and valued it at 3230*l.* and a fraction, as between seller and shipper.

Andrew Monroe executed an order for Easterby and Macfarlane, of silver goods, of the value of 250*l.*; and of pistols, fowling pieces, &c. exclusive of the silver goods, to the amount of 700*l.* or 800*l.*; in the whole about 1100*l.* The lighterman carried the goods on board. The silver goods were originally but in one parcel, and afterwards

altered to three parcels, and thence to six, by Easterby's desire. Some pistols and fowling pieces were then exhibited, which witness could not identify, but said they were of the same manufacture and maker's name as those furnished. He had made out a second account of the goods, in which he added seven and a half *per cent.* to the real price of the goods. The second invoice was so made out by the desire of Easterby, who said he was to have the difference. Witness was only paid at the reduced price.

Thomas Blagden, a waterman, went on board the *Adventure* by night, while she was loading, and brought away from her twelve cases for Easterby. He remembers six oblong cases taken out of the vessel and carried away, and six smaller ones, marked with the initials E. M. The latter took place about two days after the other, in the morning. The former were carried away in the night. He carried them to Easterby's house. He carried also a boat full of goods of a ton weight, twice to Macfarlane's, and in his company; Codlin was on board the ship when the first goods were taken out. The other goods were taken from Easterby's warehouse, on the water-side, to Macfarlane's.

Mr. Rolfe, a musical instrument maker, in Cheapside, said Easterby ordered a grand piano forte for his own house in May last. He also brought Macfarlane, who told witness he wanted different articles for exportation, viz. some violins, flutes, music books, and musical strings, and also a large elegant organ. Witness, on the 9th of August, delivered the instruments at Macfarlane's house, at Bethnal green. The violins, flute-strings, and music books, were packed up in a separate parcel, ready for exportation. There was among the other articles a piano forte made by Ganer, which Macfarlane said he should ship with the rest, but that his own men would make a package for it. He went afterwards in August to Macfarlane's house, and there found the elegant organ which he had made for exportation. The day following he went to Easterby's, and there found the piano forte made by Ganer, which he was told was to be included in the bill of parcels for exportation. He saw since a box containing the violins, flute, and musical strings, just as he had sent them (for exportation), at the Police Office. He identified the two bills of parcels, the one for the amount of 185l. 7s. being the real price charged. The other for 221l. 10s. 6d. made out with the surcharge, by the desire of Easterby and Macfarlane together, and which latter was to be given to the supercargo.

Mr. Perry found at Easterby's house, the grand piano-forte, and several packages, containing guns and pistols. He also found, at Mrs. Smith's lodgings, a large plated urn and stand, a large trunk, containing cloth, coating, stockings, and several other articles, all similar to those in the manifest and cockets. Their positive identity could not be proved, because the packages were altered. He found, also, at the latter place, toys, gilt china, razors, and other articles.

Jane Smith is sister to Mrs. Phyllis Patterson, and lives in David's-lane, recollects her sister giving some keys to Mr. Perry.

Phyllis Patterson was a good deal at Macfarlane's house, from which she brought the articles to her own lodging. P. Patterson became acquainted with Macfarlane about five years ago. She used to be sometimes at his house, and he sometimes at her lodgings. They lived near each other. She carried some goods from Macfarlane's house to her own, of her own accord. Macfarlane made no observation to induce her to do so. She took them away, thinking them insecure, because there was nobody in the house except a servant girl, and from a wish, as she was afraid of bankruptcy, to secure what she could.

The goods so taken away had been in different parts of the house. This was done the night following Macfarlane's apprehension; which took place in her company, as they were going from his house to her lodgings. The goods were chiefly in boxes, and she kept them under two locks. Macfarlane said, he was uneasy at their remaining in his house, as there was nobody to take care of them but the servant maid. She should have also removed the furniture, but had not time. She accompanied the goods taken at her lodging, in a coach to the Police Office. Being asked how often she had been with Macfarlane since his imprisonment, she at first said, as often as was pleasant, and agreeable to her; but being pressed for a more direct answer, she admitted daily.

The case on the part of the Crown being concluded;

Mr. Fielding, as counsel for Captain Codlin, said, it became his duty to make a few observations on the state of the case, as it appeared upon the facts in evidence, and upon the law as resulting from the facts as they stood proved before the Court. Before he adverted to the case as it stood proved in evidence, he begged leave to call their Lordships' attention to the statute upon which the prosecution was founded. The policy of that statute was most clearly to protect the commerce of the country in the persons of the Underwriters, and therefore the *gist* of the offence was that it should be done with an intent to prejudice the Underwriters; and every thing which was done precedent to that part of the transaction which manifested an intention to defraud the Underwriters, did not come within the purview of the statute. (Mr. Garrow here interrupted Mr. Fielding, to put in the abandonment by the owners to the Underwriters.)

Mr. Fielding continued, that there was no offence created by the statute, unless it was done with a view to prejudice or defraud the Underwriters, so there could be no satisfactory evidence, unless that intention was substantially proved. He had no conception of any sort of evidence, which could be allowed to substitute for this necessary proof. He appeared as counsel only for Captain Codlin, and with respect to him he submitted to the Court, that there was no evidence which proved any way to "prejudice" the Underwriters.

Lord Ellenborough said, he thought that was a fact for the jury to determine. They would say, from the evidence before them, whether they could infer any such intention.

Mr. Fielding contended that there ought to have been a claim by the Captain, or by some authorized agent, before it could be said he meant to defraud the Underwriters.

Lord Ellenborough replied he did not think so. The intention might be manifest in many other ways.

The learned counsel replied, in his apprehension it resembled the case of a person being in possession of a forgery, no intention to defraud could be inferred, until the instrument was uttered. So here preparation might be made of all means necessary to carry the intention into effect, but it could not be inferred, without substantive proof. He would, however, not press this point farther upon the Court; but he would solicit their attention to another point, arising, as he considered, upon the construction of the Act of Parliament. In doing this, he must advert to a question put by the Chief Justice to one of the witnesses, Brewer, namely, whether the ship was not destroyed for the purpose of navigation. If these latter words had been in the act itself, most certainly they would have been an answer to the objection he intended to make. But he begged to remind the Court, that all the terms used in the act were confined to three modes, namely,

"If any one should cast away, burn, or destroy, with intent, &c." to prejudice the Underwriters. The ship, it was in proof, was still in existence, and therefore was not cast away or destroyed, within the meaning of the act.

Lord Ellenborough said, that it was in proof that the ship had been cast down to the bottom of the sea, and was not longer able to float on the surface. If that did not amount to a casting away, he thought they would cast away their time to expect a better.

Read, the supercargo, being next called upon for his defence, said he left it to his counsel.

Mr. Serjeant Bailey, on behalf of this prisoner, wished shortly to ask his Lordship one question, which was, merely, whether, in the opinion of the Court, Read, as supercargo, was an officer of the ship within the meaning of the act? The Court would observe, by advertising to that particular clause in the act, that its penalties were extended to the master, mate, officers, and mariners. A supercargo, as he humbly conceived, was no officer of the ship; he had no duty either in the navigating or governing of the ship. The whole of his duty was relative to the cargo. Whenever they came into port, it was his duty to sell and dispose of all the articles on board; to purchase and ship others, and generally to manage the mercantile interest of the proprietors of the goods. While at sea he was merely a passenger, and had no duty or command whatever. In fact he was appointed by the merchants who shipped the goods, and who most frequently were different persons from the owners of the vessels, and he was meant to supply the place, and save the expence of residentiary agents at such ports where the ship touched. It therefore seemed to him that the supercargo could not be considered an officer of the ship within the meaning of the Act.

Mr. Gurney, on the same side, contended, that from the very name of his office, supercargo, was implied that he had no concern with the ship, and although in a document which had been put in, Mr. Read seemed clothed with larger and more extensive powers, yet it did not appear that he had accepted any other than the usual powers of supercargo. If it should be thought material, they were ready to adduce evidence to prove what the nature of that office was.

Lord Ellenborough said, he thought the point of sufficient importance to reserve it for the opinion of the Judges, and he certainly would willingly receive any evidence which might be offered explanatory of the nature of the office.

Easterby and Macfarlane, the two owners, being next called upon for their defence:

Mr. Erskine rose and said, before he submitted some points which he thought material in the defence of Easterby, he must previously state to the Court, that in his humble apprehension, there was no jurisdiction in the Court to call upon either of the prisoners, Easterby or Macfarlane, for any defence. He most perfectly agreed with their Lordships in their answer to the objection taken by Mr. Fielding, though that objection, if good, would have served his client equally with Mr. Fielding's; but he said nothing, because he had no confidence in it; and he would not put in jeopardy any credit he had with the Court in supporting an objection, he did not think a good one, more especially when he had one which he thought unanswerable. He admitted, that if there was the smallest tittle of evidence, it would remove him from the point of discussion, for it would not be for him to say how much, or how little of evidence ought to go to the jury. He meant to refrain from the smallest degree of observation; what was the legal inference respecting the guilt of his client, from the

evidence as it stood; and therefore it was, he stood, he confessed it, for a length of time in great anxiety, lest by any evidence he might be removed from the ground which formed the foundation of his objection. For if it had been proved that Easterby had been in the ship, though for a single moment, he should not have opened his mouth. But when he recollected, that the only evidence was, that Easterby was merely on board while the ship was in the river, he stood in the same situation as in a civil action, when, if the plaintiff could not make out his title to the action, he must be nonsuited. Therefore he did no injury to his client, when he admitted the whole force of Mr. Garrow's observations. If it were true that this Court had no jurisdiction over the offence, even although it should appear that no other Court had jurisdiction over it, it would be far from an invasion of the principles of English law. He thanked God the law of England was different from the law of any other country. Perhaps the guilty might sometimes escape, and a rash man might be inclined to overlook a principle, in order to destroy guilt; yet in overstepping established principles, we might unawares pull down the whole system of our Jurisprudence. It was now too late to discuss the system of local jurisdiction—much apparent deficiency of justice might seem to be the result. He would not now discuss the policy of them. They grew out of the feudal constitutions of our ancestors, from whence also our constitution itself had emanated, and perhaps owed its stability and vigour to that source. The Learned Counsel here entered into a detail of the jurisdiction of the Admiralty Court, as created by several statutes, the first of which passed in the time of Henry VIII. That statute states what offences were cognisable by the Civil Law, and enacts a new mode of proceeding; but, as that statute created a new form of judicature, to that statute you must also look to, its bounds. That statute, among other things, regulated the trials of murders committed on the High Seas, and in any place, where the Admiral had jurisdiction. It was also not an incurious subject to look at the law as it stood at the time of passing that statute. If, for instance, a man was wounded in one county, and went into the next, and there died, though it was but the other side a brook, the offence was incomplete in both counties, and the murderer could be indicted in neither. So there was a complete failure of justice. So it was in the case of an accessory, after or before the fact, where the felony was in one county, and the crime of being accessory in another. He would not presume to offer authorities to these points, when the preamble to the statute of 2d and 3d Edward VI. was itself sufficient authority. It did not however occur to the framer of the statute of Henry VIII. that an accessory upon land might procure an offence to be committed upon the sea, and therefore, in the reign of William III. it was found necessary to proceed a step further, and to provide some mode of trial for such offenders, and therefore, particularly with respect to persons, in the plantations setting out and abetting pirates, it decrees, that whether the offence be committed on land or sea, they shall be tried according to the provisions of the statute of Henry VIII. Their Lordships would perceive that this latter act of William applied only to the case of accessaries to piracies. They were to be tried in the Admiralty jurisdiction, whether the offence was committed upon land or at sea. He would next state the statute of 2 Geo. II. cap. 21. which respected the trials for murders—that was directly the reverse: for by that statute, whether the stroke was given by land, and the party died at sea; or reversely, the stroke was given at sea, and the party died on land; in both cases the murderer was to be tried by the common law jurisdiction. He stated this to show, that it was not a general rule of

law resulting from the statute of William, that the Admiralty had jurisdiction of all facts contrived upon the land, to be executed at sea. It was directly the reverse in the case of murder. From these cases he derived this principle, that the Admiralty had no jurisdiction, but where they derived it by force of statutes, and that if Parliament in framing any remedy, fell short of their intentions, the evil remained remediless. Having gone through the preceding acts, the Learned Counsel adverted to the act of the 11th Geo. I. cap. 29, upon which this indictment was founded. That statute enacted, that if any owner, captain, officer, or mariner, should wilfully cast away, burn, or destroy any vessel, with intent to prejudice the underwriters, shippers, or owners, or should procure these things to be done, he should be guilty of felony. It was most clear that Parliament, at the time of passing this act, had it not in their contemplation that these things might be procured to be done on land, though to be executed at sea. This case therefore, he contended, now stood on the same grounds as the case of piracies by the statute of Hen. VIII. before the statute of William III. and as the case of counties before the statute of 5 and 6 of Edward VI. If his client Easterby had been an hour at sea, he admitted the Jury might infer that the plan had been conferred at sea, and so have given jurisdiction to the Admiralty, but as he had never been there, it could by no possibility be inferred. He knew nothing could be so painful to the Court as a failure of Justice; but painful as it was, he must and would decide by the strict rules of law. If there was any doubt upon this point, their Lordships would say so; but if they decided it against him, he should show them other grounds in evidence, why his client Easterby ought not to be convicted.

Mr. Serjeant Best, Mr. Knapp, and Mr. Weatherall, argued on the same side.

Mr. Garrow, in reply, wished that his Learned Friend, Mr. Erskine, had chosen a season of more leisure, to read them his lecture upon jurisdiction. A great deal of time had been consumed, and he thought all unnecessarily, until they came to the statute of George I. which was alone in question. His Learned Friend might have abstained from arguing that the Court had no jurisdiction but by statute; he admitted it, nor did he mean to argue that if the Court could not fairly be entitled to jurisdiction, that they would stretch out their arm to grasp it. He agreed with his learned friend, that they had it by the last statute or no where; nor could he argue that if no other Court has jurisdiction that this of necessity must. All he could say was, that if the Court felt that any doubt rested upon the subject they would reserve it for ulterior consideration.

Lord Ellenborough here interrupted Mr. Garrow, saying, that both he and the other learned Judges on the bench thought it a case of sufficient importance to be reserved for the opinion of all the Judges, and he should certainly reserve the point.

Several witnesses were then called to the character of Codlin; they were all seafaring people, and gave him a good character for honesty.

Read's witnesses were next examined.

Nathan Smith said, he lived at Brighton; he saw Read the day he came ashore. He then told Read he would forfeit 100l. if he did not bring the ship ashore. Read said, if he did, the Underwriters would reward him handsomely. Read's eyes were swelled and full of tears when he first saw him.

Several other witnesses were called, who spoke to his good character.

R. Keen, a Surgeon in the Navy, said, he sailed with him in the *Queen*, of which vessel he was Purser. He knew him to be deaf.

J. Miles, manager of the Old Ship Inn, Brighton, said, he remembered when Read came ashore, he brought a box of watches, which he gave him to keep; and when Mr. Douglas came down, he immediately gave them to him for the use of the Underwriters.

With respect to Macfarlane, General Morrison said, in 1798, he was a Lieutenant in the Middlesex Militia. He recommended him to be a Quarter-Master from his good character. Capt. Jarvis, Capt. Marserson, and several other witnesses, also gave him a good character.

Easterby called no witnesses.

Mr. Erskine then stated, that he should produce evidence to show that the last ownership of the vessel was in Geddies, and that he sold to Macfarlane, and consequently that the indictment was bad, which charged Easterby to be an owner. He accordingly produced the Custom-house books to these facts, and that point was also reserved.

The defendants having finished their several cases,

Lord Ellenborough proceeded to sum up. He observed it was a case, which, from its magnitude and importance had engaged much of their time, but yet none had been wasted; for it was necessary to see how the great mass of evidence which had been produced, bore upon the charge stated in the indictment. At present the case might be stripped of all its points of law. The jury might assume that the Court had jurisdiction; and that Easterby and Macfarlane were owners. In going through this voluminous mass of evidence, he thought the better way would be to state the evidence, and comment upon it, as he went, rather than make such general observations without adverting to the particular party. His Lordship, after stating the whole of the evidence with candour and perspicuity, made a few observations at the conclusion of his charge upon how far the particular points of testimony affected each of the prisoners. The evidence bore strongly against Easterby, Macfarlane, and Codlin; and against Read also; but his Lordship reminded the jury that Read's deafness had been mentioned by one witness, by only one, and that slightly. It might, therefore, be that Read did not hear the conspirators talking of their plan, the boring of the bottom of the ship, or the rushing in of the water.

After Lord Ellenborough had concluded his charge, Easterby wished to say something to the jury, impeaching the credit of Cooper the witness; but the Court would not allow him to proceed, observing, he should have produced what he had to say when the prosecution was closed, and he was called upon for his defence; that his counsel, who knew better than he did what witnesses to call, had called all they deemed prudent; and, that any impeachment he could state of Cooper's credit could not avail him.

The jury retired about ten minutes, and returned

CODLIN,	Guilty.
READ,	Not Guilty.
EASTERBY,	Guilty.
MACFARLANE,	Guilty.

They all heard the verdict with much firmness, Read with the most composure; Easterby apparently with indifference, looking around him; Macfarlane's features showed he was inwardly much affected, though he bore himself with firmness. Codlin stood behind.

Sir William Scott desired that Codlin might be put to the bar, and the others removed. Sir William then pronounced sentence of death on Codlin in the most solemn and impressive manner, telling him to employ the few days he had to live in repentance, and reconciling himself to God, for there was no hope of pardon in this world.

The trial concluded at twelve o'clock.

EXECUTION OF MR. CODLIN.

As early as six o'clock on Saturday morning, the 27th of November, a crowd began to assemble opposite Newgate, to see Codlin go into the cart, and proceed to the place of execution, pursuant to the above sentence. About eight, the spectators had increased prodigiously, so much so, that the multitude extended from Ludgate hill to Newgate-street. All the windows were crowded, and the tops of the houses were covered with people. At ten minutes before nine, the unhappy man was brought out at the felons' door. When he appeared, he was perfectly composed, and indeed cheerful. He was a very personable man, as it is called, of the age of thirty-six, and a ruddy complexion; and was well dressed in a blue coat, white waistcoat, mixture small-clothes, and white stockings. He ascended into the cart, which was covered with black, with a firm step and steady countenance, attended by the two executioners, Jack Ketch and his deputy, and another person appointed to read prayers to him on the road. His arms were tied back with ropes, and the rope was round his neck. The cart went towards Newgate-street, preceded by the City Marshal on horseback, and the whole phalanx of peace-officers, mustering nearly one hundred. The Under-Sheriffs, as usual, attended in their carriages, in one of which went the Chaplain. In this order the procession proceeded slowly through Newgate-street, Cheapside, Cornhill, Leadenhall-street, to Whitechapel.

During the journey, the prisoner looked up only once, and that was when the cavalcade got to the Royal Exchange. At Whitechapel they turned down the New Road, and arrived at Execution Dock soon after ten o'clock; the procession preceded by the Deputy Marshal of the Admiralty on horseback, with his silver oar. At the sight of the gibbet (which had been previously erected at low water mark), the unhappy man started back, with an apparent horror in his countenance, at the view of his approaching fate; that was the only symptom of fear which he betrayed on the occasion. The obstructions by the different turnings in the way, and by the concourse of people filling every passage, did not seem to disturb the settled firmness of his mind. As the procession drew near to the scene of execution, the difficulties of the passage became continually greater, so that it was hardly possible for the peace-officers to clear the way. At the entrance towards the dock, it became necessary that the criminal should be removed out of the cart to walk to the scaffold, which was yet at some distance. He descended from the cart with the assistance of those who were beside him. After coming down, he stood as erect as the confinement of his shoulders and arms would allow. His looks wore still an air of unchanged firmness. He walked on with a steady step, and was even observed, by some Gentlemen, to choose the least dirty paths, so as to avoid bemiring his legs, while he went on. He ascended the ladder to the scaffold, without betraying any new emotions of terror. On the scaffold he joined in prayers with the Clergyman, who was there in attendance, for two or three minutes. He shook the Clergyman's hand, in taking farewell, with somewhat of a convulsive grasp. He turned up his eyes, and looked for a moment earnestly at the shipping opposite. A cap was put on his head; he drew it with his own hands over his eyes. The board, upon a signal from the Sheriff, who sat in an opposite window, was soon after dropped from under his feet. In two or three minutes he appeared to expire without a struggle. After hanging the usual time, the body was cut down, and put into a coffin, covered with

a cloth, then into a boat, and attended by the executioners, the undertaker, and two peace-officers, the boat, a four oared one, proceeded up the river, nearly to Blackfriars-bridge, where the coffin was landed. The body was conveyed to the house of the undertaker in the Old Bailey, for interment.

The concourse of people was as great as ever was remembered. Many seafaring men were of course present. An immense concourse of people attended his progress from the goal to the place of execution; it continually augmented while he proceeded. When he reached the scaffold, the whole neighbourhood, to a considerable distance, was filled with one throng! all the decks of the ships round the dock, and a multitude of boats on the river, were equally crowded with spectators. The solemnity of the occasion seemed to make due impression on the mob.

It was not until the night of Thursday that the unhappy man ceased to entertain hopes of a reprieve; he was very cheerful until his brother visited him on that evening, and bade him prepare for death, for that every hope was lost. The prisoner was then much affected; but his brother, by his repeated assurances that he would be a friend to his wife, and a father to his child, made him more easy and collected. His wife was with him until twelve o'clock on the night preceding his execution.

Codlin was a native of Scarborough. We are assured by those who knew him well, that a better seaman was not in the North coast trade, in which he had long sailed between Sunderland and London. He had two or three years since begun to drink occasionally too much. He was not in employment, and his wife and children were in distress, at the time he entered into the fatal engagement with Easterby and Macfarlane.

MONTHLY REGISTER

OF

Public Events.

IMPERIAL PARLIAMENT.

HOUSE OF LORDS, NOV. 23.

AT a quarter before three His Majesty came to the House of Peers, with the ceremonies usual upon such occasions. The Usher of the Black Rod summoned the attendance of the Gentlemen of the House of Commons, who immediately came below the Bar, with the Speaker at their head. To the Lords and Commons assembled, His Majesty then addressed the following most gracious Speech from the Throne:—

“ My Lords and Gentlemen,

“ It is highly gratifying to me to resort to your advice and assistance after the opportunity which has been recently afforded of collecting the sense of my people.

The internal prosperity of the country has realized our most sanguine hopes: we have experienced the bounty of Divine Providence in the produce of an abundant harvest.

The state of the manufactures, commerce, and revenue of my United Kingdom is flourishing beyond example; and the loyalty and attachment which are manifested to my person and government afford

the strongest indications of the just sense that is entertained of the numerous blessings enjoyed under the protection of our happy Constitution.

In my intercourse with foreign Powers, I have been actuated by a sincere disposition for the maintenance of peace. It is nevertheless impossible for me to lose sight of that established and wise system of policy by which the interests of other States are connected with our own; and I cannot, therefore, be indifferent to any material change in their relative condition and strength. My conduct will be invariably regulated by a due consideration of the actual situation of Europe, and by a watchful solicitude for the permanent welfare of my people.

You will, I am persuaded, agree with me, in thinking that it is incumbent upon us to adopt those means of security which are best calculated to afford the prospect of preserving to my subjects the blessings of peace.

Gentlemen of the House of Commons,

I have ordered the estimates for the ensuing year to be laid before you; and I rely on your zeal and liberality in providing for the various branches of the public service, which it is a great satisfaction to me to think may be fully accomplished without any considerable addition to the burdens of my people.

My Lords and Gentlemen,

I contemplate with the utmost satisfaction the great and increasing benefits produced by that important measure which has united the interests and consolidated the resources of Great Britain and Ireland. The improvement and extension of these advantages will be objects of your unremitting care and attention. The trade and commerce of my subjects, so essential to the support of public credit, and of our maritime strength, will, I am persuaded, receive from you every possible encouragement; and you will readily lend your assistance in affording to mercantile transactions, in every part of my United Kingdom, all the facility and accommodation that may be consistent with the security of the public revenue.

To uphold the honour of the country, to encourage its industry, to improve its resources, and to maintain the true principles of the Constitution in Church and State, are the great and leading duties which you are called upon to discharge. In the performance of them you may be assured of my uniform and cordial support; it being my most earnest wish to cultivate a perfect harmony and confidence between me and my Parliament, and to promote to the utmost the welfare of my faithful subjects, whose interests and happiness I shall ever consider as inseparable from my own."

REGULATIONS IN THE NAVY.

The Admiralty Board having discovered, during the late visitation of the dock yards, that persons had contrived to get appointed as Warrant Officers on board some of his Majesty's ships, who had not been brought up in the Navy, to the manifest injury of the deserving Petty Officers, who have bravely toiled through a long war, their Lordships have established the following Regulations; to be observed in future as part of the standing orders of the Navy:—No person to be appointed a Purser who has not served two years as Secretary or Clerk to a Flag Officer, or Captain's Clerk of his Majesty's ships.—No person to be appointed Gunner who has not been rated a Petty Officer of some descrip-

tion, for the space of two years out of the four years already established as necessary to be served, before he can be examined.—No person to be appointed Boatswain who has not served four years, two of which must be in the capacity of Boatswain's Mate, or Yeoman of the sheets.—No person to be appointed Carpenter who has not served a regular apprenticeship to a shipwright, and for the space of two years after the apprenticeship as Carpenter's Mate, or Carpenter's Crew, on board his Majesty's ships, or in his Majesty's dock-yards, and produced a certificate from the master shipwright of his being properly qualified, &c. and each of these persons must produce certificates of their good conduct, before they can be considered eligible to receive an appointment.

The late minute inspection of all the dock-yards and other great depôts of naval stores has, under the vigilant eye of the present First Lord of the Admiralty, proved effectually corrective of the old complicated system under which the nation has been so long and shamefully defrauded. From this salutary investigation, the conduct of all in public trust, throughout every department, has been brought under the strictest review. The contractors' accounts for timber, sail-cloth, hemp, iron, &c. were not only correctly examined, but the quantity of each article accurately compared with every item of charge; and from which comparison the necessity of a vigorous reform was but too manifest! This was of course immediately set on foot, and so well arranged by additional counter-cheque certificates and other precautionary measures, that none of these predatory practices are likely any longer to prevail.—The offences of most of the Officers dismissed from the dock-yards, during the late visitation, were frauds and peculations of various stores entrusted to them, *rating* persons as inferior Officers, who (contrary to the most positive orders) had been employed in their gardens and houses, to the injury of the individuals who actually performed the duties: giving enormous extra wages to Officers, their servants and favourites, for stated work which had not been performed: by entering infants as apprentices, and paying them the same rate of extra wages as the artificers. The old men who were charged, it appears, had been *for many years past their labour*, (nevertheless had been paid the highest extra wages.) The First Lord of the Admiralty has ordered all the landmen, who had been smuggled by various means into the rigging-lofts and ordinary, and had thereby swallowed up the asylum and birth right of the seamen, to be discharged, in order to make room for those gallant fellows, whose exertions have raised this country to the highest pitch of glory.—The expence of the dock-yards will be reduced more than one million per annum.

Having thus generally advantaged the country, Earl St. Vincent is now employed in the laudable endeavour to rescue her gallant supporters, the British Tars, from the rapacious arts of Jews, and swarms of other miscreants, to whom they have too long been suffered to fall an easy prey.—With this laudable view, his Lordship is now sedulously revising the several Statutes respecting *Naval Prizes*, and will probably, in the course of the Sessions, propose the sanction of some legislative authority for preventing such nefarious agents from obtaining letters of attorney, orders, &c. by which they have hitherto plundered his Majesty's seamen of their honourable earnings, and even their last asylum of *Greenwich Hospital*, of much of its revenue.—Fortunately, with the talents of an able Statesman, his Lordship combines that practical knowledge as a seaman, well qualifying him for this arduous task. His Country, and particularly those of his own profession, will gratefully acknowledge so important a discharge of public duty.

Lord St. Vincent has in contemplation a plan for paying all the pensioners of the chest at Chatham at their respective homes, without requiring them to make their appearance once in three years at Chatham; by which those unfortunate mutilated seamen will be rescued from the harpies who have hitherto plundered them of nearly half the gratuities and pensions given to them by a generous country.

A new Board of Controul is, it seems, likely to be established as a kind of medium between the Board of Admiralty, and the Navy, Victualling, and Sick and Hurt Offices. This new Board of Controul, it is said, is to consist of two Naval Officers, two Gentlemen of acknowledged experience in public business, and two Gentlemen of the Law. The measure, it is understood, has been particularly recommended by Earl St. Vincent.

THE LATE CAPT. RICHARD RUNDLE BURGES.

The Monument dedicated to the memory of Captain RICHARD RUNDLE BURGES, who so nobly lost his life in the service of his country, has been opened to public inspection in the Cathedral of St. Paul.

This Monument is honourable to the Government by whom it was ordered, as well as to the gallant officer, whose heroism it is intended to record. By such a National Tribute to the defenders of our country, the zeal of patriotism is incited and rewarded.

The figure of Captain Burges, covered in part with a Roman vestment, but seen in all its manly proportions, is admirably formed, and placed in a characteristic attitude. He is receiving a sword from Victory, who is supposed to be just alighting to reward a favourite hero. This figure is light, elegant, and interesting. Around the Sarcophagus, there are the symbols of Captivity and Defeat, the former bending in submission, and the latter retiring with shame. The Allegory is well conceived, and clearly expressed. The figures are grouped with taste, and the expression is striking. All the trophies and decorations are appropriate, and finished in a very beautiful style.

Mr. Banks was the Artist selected by Government on this occasion, and the choice is fully justified by the merits of the composition.

The following is the inscription placed on this Monument, which is entitled to a high rank among the most distinguished ornaments of the British Capital:

Sacred to the Memory
OF RICHARD RUNDLE BURGES, ESQUIRE,
Commander of his Majesty's ship the Ardent,
Who fell in the 43d Year of his Age,
While bravely supporting the Honour of the
British Flag

In a daring and successful attempt to break the Enemy's
Line, near Camperdown,

On the Eleventh of October, 1797.

His skill, coolness, and intrepidity, eminently contributed
to a Victory,

Equally advantageous and glorious to his Country.

That grateful Country;

By the Unanimous Act of her Legislature,
Enrolls his Name

High in the List of those Heroes,

Who, under the Blessing of Providence,

Have established and maintained her Naval Superiority,
And her exalted Rank among Nations.

SHIPWRECK.

A letter from Dover, of the 24th November, gives the following particulars of the loss of the Dutch ship *Vriede*.—"She drove on shore upon Dymchurch Wall, about three miles to the Westward of Hythe, and went to pieces, she being an old crazy ship, almost immediately. The scene, at the moment she went to pieces, was agonizing beyond the power of words to describe. The following list of the crew is taken from one of the survivors :

Soldiers	320
Officers	42
Seamen	61
Women	20
Children	7
Passengers	20

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of whom, lamentable to relate, only eighteen were saved, and the greatest part of them are dreadfully maimed and bruised. About two hundred of the bodies have been picked up along shore. Not an Officer was saved."

The floating bodies of the hundreds who unhappily perished in the Dutch ship, off Hythe, are as distressing to the eye as their shrieks, during a dark and stormy morning, were to the ear of humanity. No attempt could be made to save them, that was not certain to involve in a similar fate all who should undertake it. A Gentleman who went from Dover to Hythe, to see the wreck, says, not the smallest part of the vessel is to be seen. The body of a woman was thrown upon the beach, among the rest, with an infant closely pressed to her bosom ; the scene was a most affecting one to all who witnessed it. Had the pilot boat fortunately reached the ship on Monday, the tremendous wreck of life and property which ensued might have been prevented. Fourteen of the poor sufferers were taken out of an excavation of the rock all together. The Captain's wife was on board, and perished with her husband.

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### STATEMENT OF THE DISTRIBUTION OF THE BRITISH NAVAL FORCE, Nov. 1.

|                                                          | Line. | 50. | Fr. | Sl. | Tot. |
|----------------------------------------------------------|-------|-----|-----|-----|------|
| In Port and Fitting . . . . .                            | 7     | 1   | 37  | 55  | 100  |
| Guard Ships . . . . .                                    | 0     | 0   | 0   | 0   | 0    |
| In the English and Irish Channels . . . . .              | 1     | 0   | 6   | 16  | 23   |
| In the Downs and North Seas . . . . .                    | 0     | 0   | 7   | 13  | 20   |
| West India Islands, and on Passage . . . . .             | 1     | 0   | 7   | 23  | 31   |
| Jamaica Station, and on Passage . . . . .                | 9     | 0   | 10  | 9   | 28   |
| America and Newfoundland . . . . .                       | 0     | 2   | 6   | 6   | 14   |
| Cape of Good Hope, East Indies, and on Passage . . . . . | 6     | 6   | 13  | 16  | 41   |
| Coast of Africa . . . . .                                | 0     | 0   | 0   | 1   | 1    |
| Portugal and Gibraltar . . . . .                         | 5     | 0   | 3   | 2   | 10   |
| Mediterranean and Passage homewards . . . . .            | 5     | 2   | 18  | 12  | 37   |
| Hospital and Prison Ships . . . . .                      | 1     | 0   | 0   | 1   | 2    |
| Total in Commission . . . . .                            | 35    | 11  | 107 | 154 | 307  |

## Naval Courts Martial.

A GENERAL Court-Martial was assembled at the Royal Marine Barracks, Chatham, on the 10th of September, and continued, by adjournments, to the 18th of October 1802, to try Captain HENRY LEE, of that corps, on the under-mentioned charges exhibited against him by First-Lieutenant JOHN HAND :

- 1st, For ungentlemanlike conduct to Lieutenant Hand.
- 2d, For being drunk on the Dock Guard, on the night of the 17th of August last.

The Court was composed of the under-mentioned Officers :

Lieutenant General HARRIE INNES, President.

### MEMBERS.

|                                                                            |                                                         |
|----------------------------------------------------------------------------|---------------------------------------------------------|
| Lieut.-Col. Nathaniel Moorson,<br>Royal Marines.                           | Captain Francis Brooke, 4th, or<br>King's own Regiment. |
| Major James Cassell, Royal Ma-<br>rines.                                   | Captain G. A. Norcott, Rifle Re-<br>giment.             |
| Major James Campbell, Royal Ma-<br>rines.                                  | Captain G. E. Roby, Royal Ma-<br>rines.                 |
| Captain John James, Royal Ma-<br>rines.                                    | Captain J. E. Gordon, Royal Ma-<br>rines.               |
| Captain W. H. Boys, Royal Ma-<br>rines.                                    | Captain Aston Chaplin, 4th, or<br>King's own Regiment.  |
| Captain T. Winckley, 4th, or<br>King's own Regiment.                       | Captain Wm. Minto, Royal Ma-<br>rines.                  |
| Captain Tho. Gardner, Rifle Regi-<br>ment.                                 | Captain Tho. Howard, 9th Regi-<br>ment.                 |
| Captain PHILIP STURGEON, Half-Pay Royal Marines, Acting Judge<br>Advocate. |                                                         |

### SENTENCE.

The Court having maturely and deliberately considered the evidence for and against the prisoner, as well as what he had to offer in his defence, is of opinion, he is not guilty on the first charge, viz. ungentlemanlike conduct towards Lieutenant Hand, and do therefore most honourably acquit him ; and having also maturely and deliberately considered the evidence for and against the prisoner, as well as what he had to offer in his defence, is of opinion, he is not guilty on the second charge, viz. of being drunk on the Dock guard, on the night of the 17th of August last, and do therefore most honourably acquit him.

And the Court is further of opinion, that both charges are groundless and vexatious, and originating in malice ; and that the conduct of Lieutenant Hand, in running his rounds with a view to entrap his Commanding Officer ; in hesitating to obey his orders, thereby endeavouring to irritate him ; in sending Lieutenant Drummond into the guard-room as a spy on his conduct ; in asking the opinion of some of the non-commissioned officers of the guard, whether their Captain was drunk ; in holding a conversation with Captain Lee's servant respecting his master's situation ; convening the subalterns in the detached Dock guard-room, before he was relieved, without the consent of his Commanding Officer, and the expressions he made use of to Mr. Scott, all tending to the subversion of military discipline, and the good

of his Majesty's service, is disgraceful to himself as an Officer and a Gentleman.

This Court feel themselves called upon to point out, in a particular manner, the very extraordinary proposal made by Lieutenant Noble, to raise a subscription among the subalterns, for the purpose of prosecuting Captain Lee ; a proposal subversive of all good order and military discipline.

And the Court is also of opinion, that the conduct of Lieutenants Crockett and Hill, in giving their testimony before the Court of Inquiry, and this Court, is highly honourable, and much to their credit as Officers and Gentlemen.

The sentence was read in open Court ; after which the President delivered Captain Lee his sword, with an appropriate speech on the occasion.

#### PORTSMOUTH, OCT. 27.

This day a Court Martial was held on board the *Neptune*, on JOHN GERAM, Pilot of his Majesty's ship *Pomone*, for having run the said ship on the rocks going into St. Aubin's Bay, on the evening of the 8th of September last.—The Court agreed that the charges had been proved against the Pilot, and that much blame was imputable to him, for attempting to enter the Bay of St. Aubin's in the night, at a time when she might have remained with safety at sea until day-light, and did adjudge him to be mulcted of all the pay and allowances due to him for his services done as a Pilot on board that ship ; and to be imprisoned in the Marshalsea for three months from that day.

The same day, a Court Martial was held, on board the same ship, on MATHEW EASTON, a seaman of his Majesty's ship *Diamond*, for desertion, when he was acquitted.—Captain WILLIAM O'BRIEN DRURY, President.

#### PORTSMOUTH, NOV. 4.

A Court Martial was held on board the *Donnegal*, on Mr. SOLOMON BOSTICK, Boatswain of his Majesty's sloop *Morgiana*, for repeated neglect of duty.—The Charge was in part proved, and he was sentenced to be reprimanded for staying beyond his leave, and to be admonished not to absent himself from duty in future.—Capt. Sir RICHARD STRACHAN, President.

#### PLYMOUTH, OCT. 23.

A Court Martial was held on board the *Courageux*, of 74 guns, Captain O. Hardy, on Lieutenant SOUTHCOTE, of *La Renard*, of 24 guns, Hon. Captain Cathcart, lying in Hamoaze.—Captain O. HARDY, President ; J. LIDDEL, Esq. Judge Advocate.—The charges preferred against him were for tyranny and oppression against Mr. Whitehall, late Purser of *La Renard*.—The Court, on hearing the evidence for the prosecution and the prisoner's defence, pronounced an acquittal of Lieutenant Southcote of the charges preferred against him.

#### PLYMOUTH, OCT. 27.

A Court Martial was held, which lasted three days, on JOSEPH BEARD, Ward Room Steward of the *Courageux*, of 74 guns, Captain O. Hardy, lying in Hamoaze.—The charges against him were, for stealing various articles, the property of the Ward Room Mess ; behaving disrespectfully to his Officers, by propagating reports of them tending to the injury of their characters and his Majesty's service ; Captain J. O. HARDY, President ; J. LIDDEL, Esq. Judge Advocate.—The Court, having patiently heard, for three days, the evidence for the



prosecution, and the prisoner's defence, agreed, that the charges were not proved. He was of course acquitted, and the Court broke up.— This Court Martial excited much interest, as J. Beard had, previous to its sitting, been examined twice before the Dock Magistrates, and discharged.

## EAST-INDIA INTELLIGENCE.

*October 20.* A Court of Directors was held at the East India House, when the destination of the new ship of 800 tons, building by the representatives of the late Mr. Hamilton, was altered from St. Helena and Bengal, to Bengal direct.

A manufactory is establishing at the Presidency of Bombay, for preparing copper sheathing for the use of the shipping which may be built in India.

The following Gentlemen are appointed the new Managing Owners of East India Shipping, viz. I. Dorin, Esq. of the ship *Bombay Castle*, vice Alexander Montgomerie, Esq. and Henry Callender, Esq. of a new ship, to be commanded by Capt. Edmeades, the *Preston*, vice William Hamilton, Esq. deceased; and also of a new ship of 550 tons, not yet named.

It is with pleasure we state, on the authority of a private letter received from Bombay, over-land, that the Emperor of China has remitted some duties which were considered as excessive, and operated as a check on commerce. We likewise learn, that the Emperor's Ministers in general have given many favourable testimonies of a friendly disposition towards the English; and the Emperor has solicited the young Gentlemen belonging to the Company's Factory at Canton, sedulously to study the Chinese Language, in order that a closer connection may take place, by means of a ready and prompt communication.

His Majesty's ship the *Arrogant* arrived at Linton, opposite Macao, on the 19th of March last, with the Company's ships the *Dover Castle*, Capt. Peter Sampson; the *Asia*, Capt. Robert Wardlaw; the *True Eriton*, Capt. William Stanly Clarke; and the ship *Admiral Rainier*. The above ships are shortly expected to arrive.

We have the pleasure to state the safe arrival of the ship *Varuna*, Captain Wright, at Madras. She left Portsmouth on the ninth of September. Mrs. L. Addison, Mr. J. King, Free Merchant, Messrs. J. Martin, and W. and M. Mordaunt, Cadets, landed in good health. The *Caledonian*, extra ship, is also arrived from England. She landed the following passengers: Mr. Cormick, Assistant Surgeon; Messrs. Johnstone, Piele, Kennedy, and Alcock, Cadets.

We are sorry to state the loss of the brig *Juliana*, Captain Stalymane. According to a letter lately received from Madras, the brig unfortunately foundered near Bencoolen, on the seventh of April; twenty-two of the crew perished. The Commander, with Mr. Morelli, who was a passenger, together with seven of the crew, were fortunately saved.

28. A Court of Directors was held at the East India House, when Capt. William Ward Farrer was sworn into the command of the new ship, of 1200 tons, in the room of Capt. Robert Hudson, who does not proceed this season.

We hear from Bombay that some of the crew of the *Highland Chief* were wounded by cutlasses in boarding, but no other life was lost than that of Captain Greenway, which is attributed to the general state of intoxication of the crew of the privateer, for he was shot from a blunderbuss, out of one of the tops, after the ship had struck her colours. The loss of the enemy was one officer and seven men killed, and nineteen wounded. Captain Greenway was a very experienced intelligent officer.

*Nov. 10.* Yesterday a Court of Directors was held at the East India House, when G. H. Barlow, Esq. was appointed to succeed to the Government-General of India, upon the retirement of Marquis Wellesley.

Captains Edward Chapman Bradford, of the Admiral Gardner, and George Gooch, of the Sir Stephen Lushington, for Coast and Bay, were sworn into the command of their respective ships.

The undermentioned extra ships were thus stationed, viz. new ship building by Mr. Williams, St. Helena and Bengal; the Harriet, ———, Coast and Bay; new ship, building by Messrs. Taylor and Co. Bombay; new ship, building by Mr. Woolmore, St. Helena and Bombay; new ship, building by Mr. Hamilton, Madras.

The Earl Howe was taken up for Coast and Bay.

11. At three o'clock was launched, from Mr. Smith's yard, an East India-man, of 1400 tons burthen, named the Wexford, in compliment to Mr. Wigram, the opulent owner.

The same day a new ship of 1200 tons, destined to Coast and China, was launched from Dudman's Yard, Deptford, and named the Cumberland. The spectacle was extremely grand; and the numerous assemblage of ladies, for whom a seventy-four gun ship was provided with a comfortable awning, added greatly to the brilliancy of a scene, which, though momentary, is yet awfully interesting. A cold collation was provided, and the ceremony concluded with a ball and supper at the London Tavern.

The Court of Directors of the East India Company have increased the wages of all the Foremast-men and Quarter-Masters employed in the navigation of their ships.

Capt. John Dobree is appointed to the command of the Carmarthen, a new extra ship built by Mr. Williams, for the service of the East India Company this season. Captains William Lynch and John Balis proceed in the command of the new ships built by Mr. Woolmore; and Captain Carnegie commands the ship built by Mr. Taylor. These ships are designed for the conveyance of gruff goods.

The first store ship to sail for the Island of St. Helena this season, is appointed to be in the Downs by the middle of next month, about which time she will be dispatched. She is a fine new ship of 120 tons burden, named the Royal George, and is built by Robert Anderson, Esq.

17. A Court of Directors was held at the East India House, when Lord William Cavendish Bentinck was appointed to succeed Lord Clive, as Governor of Fort St. George.

Mr. William Lynch was sworn into the command of the Harriet extra ship, destined to Coast and Bay; as was Mr. John Dobree into that of the Carmarthen, for St. Helena and Bengal.

The extra ships mentioned above were timed as under-mentioned, viz.

Harriet, for Coast and Bay; (New Ship) Williams, for St. Helena and Bengal; and Experiment, for Bombay; to be afloat the ninth of December 1802, and sail from Gravesend the ninth of January 1803.

(New Ship) Woolmore, for St. Helena and Pombay; and (New Ship) Calendar, for Madras; to be afloat the twenty-third of January 1803, and sail from Gravesend the twenty-third of February.

The Earl Howe, for Coast and Bay, was also ordered to be afloat the twenty-third of January 1803, sail to Gravesend the sixth of February, there stay thirty days, and to be in the Downs the fourteenth of March.

We have the pleasure to announce the safe arrival of the East India Company's ship the Princess Charlotte, Captain Benjamin Richardson, from the Molucca Islands. The Purser arrived at the India House the twenty-fourth instant with his dispatches, and reported the above ship to be safe in the Cove of Cork. The Princess Charlotte is laden chiefly with spices, and sailed from the Island of St. Helena on the seventeenth day of September. The Scaleby Castle, country ship, for England, left St. Helena four days prior to the sailing of the Princess Charlotte.

## PLYMOUTH REPORT,

FROM OCTOBER 23 TO NOVEMBER 22.

23. Wind S. W. Rain. The *Imogene*, of 18 guns, Captain Vaughan, paid off about three weeks since, is nearly manned with volunteers.

24. Wind S. W. Hard Rain. This day sailed on a cruise against the smugglers, the *Sirius*, of 36 guns, Captain Wolfe. The *Temeraire*, of 98 guns, and *Spencer*, of 74 guns, are ordered to be fitted for ordinary service; moorings are laying down for them in the river Tamar. Orders came down also to the port, to open to-morrow a rendezvous on the Barbacau, to enter volunteer, able, and ordinary seamen for the navy.

25. Wind S. W. Rain. This morning was opened at the Crown and Anchor, Barbacan, the rendezvous ordered yesterday, by Lieutenant R. Pridham, of the *Centaur*, of 74 guns, Rear Admiral Dacres; and posting bills stuck up over the three towns, to invite seamen to enter. The right division of the Royal Marines, quartered here under Lieutenant Colonel Elliott, marched into Mill Bay Barracks, which they are to occupy for some months; the left division occupy Stonehouse Barracks, under command of Major-General Bowater.

26. Wind S. W. Cloudy. Orders came down this day to complete the Royal Marines on board the men of war, now in commission, to their full establishment, on account of the barracks being so crowded. Last evening the *Rosario*, of 18 guns, Captain Mouncey, received dispatches from Rear-Admiral Dacres, brought express from the Admiralty, and with them sealed orders; she immediately completed her provision and water for four months, and went from Hamoaze into the Sound, and from thence for Cawsand Bay, where she remained till the young flood this morning; the wind being unfair at S. W. blowing fresh, she made a large offing in the S. E. quarter to clear the land; her destination is said to be the Mediterranean.

27. Wind W. N. W. Fair. Orders came down last night for the *Imogene*, of 18 guns, Captain Vaughan, to get ready to sail with sealed orders at an hour's notice, and to take four months provisions and water, her destination is said to be the Straits; so strict is the order for her sailing on the arrival of her dispatches, that Mr. Thompson, the Purser, was at the Victualling Office, to get necessaries for the voyage at 4 P. M., which were supplied with the usual alacrity of that office.

28. Wind shifting from S. W. blowing hard to N. N. W. Fair. Arrived from the Downs this morning, the *Galatea*, of 38 guns, Captain Wolfe; *Amazon*, of 36 guns, Captain Sutton; and *Magicienne*, of 38 guns, Captain Rainsford; with part of the 9th regiment of foot on board, to be landed at Mill Bay and Stonehouse, to go into the Dock Line and Frankfort Barracks. It blew so hard at S. W. in the night, that signals were made from the *Centaur*, of 74 guns, Rear Admiral Dacres, in Hamoaze, to the fleet, to strike yards and topmasts. The *Belleisle*, of 84 guns, Captain Whitby, is ordered to take in four months stores and provisions, from which circumstance it is presumed she will go to the Straits. Sailed the *Ranger*, of 14 guns, Capt. A. Frazer, to the Eastward, to cruise against the smugglers. Sailed for Falmouth, the *Nimble* cutter, Lieutenant J. Coghlan.

29. Wind S. S. E. Fair. No arrivals or departures.

30. Wind Variable, Rain. Last evening, the *Imogene*, of 18 guns, Captain Vaughan, having received her dispatches, which were then brought back by the *Childers*, of 14 guns, Captain Delafont, returned in damage, having thrown all her guns overboard in a heavy gale of wind, warped down the harbour, passed the dangerous channel of the bridge between St. Nicholas' Island and Mount Edgecumbe, and sailed directly to the westward; the wind then N. N. E.

31. Wind N. N. E. Fair. This morning by signal from the *Centaur*, of 74 guns, flag ship in Hamoaze, all the launches of the fleet attended at Mutton



Cove, and conveyed the 26th, or Cameronian regiment of foot, on board the Glenmore, of 36 guns, Oiseau, of 36 guns, and Escort Gun-brig. The Imogene, of 18 guns, is gone to the Cape of Good Hope, with dispatches of importance; she was obliged to discharge several tons of ballast, to make room for the necessary stores and provisions for the voyage.

*Nov 1.* Wind N. N. W. Fair. Sailed to the Frith of Forth, with the 26th regiment, the Glenmore, of 36 guns, Oiseau, of 36 guns, and Escort Gun-brig, with a fine leading wind at N. N. W.; the frigates were clear of the eastern headlands by sun-set. Orders came down this day for the Nimble cutter, Lieutenant J. Coghlan, to fit for foreign service; supposed to carry out sealed orders and dispatches to some foreign station.

2. Wind N. N. W. Fair. Went into the Sound, the Magicienne, of 36 guns, Captain Rainsford, she sailed directly to the eastward; also the Galatea, of 36 guns, Captain Wolfe, and Amazon, of 36 guns, Captain Sutton; the two latter came too in the Sound for orders.

3. Wind W. N. W. Fair. Six East Indiamen now in the river, when the Cape of Good Hope is evacuated, are on their outward bound passage to India, to take in the British troops at the Cape for our India settlements. Sailed to the eastward, the Galatea, of 36 guns, and Amazon, of 38 guns. Sailed the Busy cutter, Captain Bowden, and Ranger, of 14 guns, Captain Frazer, on a cruise against the smugglers.

4. Wind S. W. Cloudy. Being the anniversary of the landing of King William the Third, of glorious memory, at Torbay, was ushered in with ringing of bells, &c. Came in the Netley schooner, Lieutenant Laurance, and Redbridge schooner, Lieutenant Lempriere. On the passage of one of the frigates bringing part of the 9th regiment of foot from the Downs, the night being pitch dark, she ran foul of a light collier off the Start, but it blowing a fresh of wind as both were going large, there is no knowledge of what became of her.

5. Wind S. E. Hard Rain. Being the anniversary of the gunpowder plot, was observed as usual, the bells rang the whole day, the royal standard was hoisted at Government House, all the public offices, and on board the Centaur, of 74 guns, Rear-Admiral Dacres; at noon a royal salute was fired from the citadel, the battery at Mount Wise, and from all the fleet in Harbour, the Sound, and Hamoaze.

6. Wind S. E. Cloudy. Came in a large Swedish ship, with iron for the dock yard. This morning by order of the Board of Admiralty, Navy Board, and Victualling Board, 41 artificers, coopers, and labourers, were discharged from the cooperage and brewery of South Down; those whose good behaviour and long services have entitled them to notice, will receive the benefit of a pension, as superannuation.

7. Wind N. E. Fair and Mild. Came in a deep laden Danish brig, from the eastward, and a light brig, in ballast. Orders came down this day from the Admiralty and Navy Board for the strict observance of the regulations respecting the examination of the ten different divisions of the ships now in ordinary, by the master of each division, who is to make a daily report to the head master of the whole ships in ordinary, who is to report to the Commissioners of the Dock Yard. A Clerk of the Cheque Office is in town, to visit the different divisions, and to make his report also.

8. Wind N. N. E. Fair. By letters from Dungarvon Bay, Ireland, dated the 28th ult received by a merchant here, is learnt the agreeable intelligence of the safe arrival there of the Unanimity packet, of this port, with goods and passengers for Cork, and encountered the fury of the late gale of wind, and was forced to bear away for Dungarvon Bay. Orders came down this day to Major General Bowater, Colonel Commandant of the Plymouth Division of Marines, to embark three field officers, six subalterns, twelve serjeants, and 300 rank and file, on board the Hussar, 36 guns, Capt. P. Wilkinson, in Hamoaze, for Chatham.

9. Wind N. N. E. Fair and Mild. Came in, with the remainder of the ninth regiment of foot, the Alcmena, of 36 guns, and Revolutionaire, of 44

guns, from *Sheerness*: they had so fine a wind, that those frigates had only a passage of 32 hours to anchor in the Sound. The ninth were landed at *Stonehouse*, and marched into *Frankfort* barracks. The *Centaur*, of 74 guns, Rear-Admiral *Dacres*, Captain *Littlehales*, is ordered to go into *Cawsand Bay*, to wait for orders: she is certainly to carry out dispatches to some of our foreign settlements. The flag is to be shifted to-morrow, from the *Centaur* of 74 guns, to the *Courageux*, of 74 guns, Captain *O. Hardy*.

10. Wind N. N. W. Fair. This forenoon Lieutenant Colonel *Farmer*, Lieutenant Colonel *Meredith*, Lieutenant Colonel *Williams*, Lieutenant *Graham*, Lieutenant *Campbell*, Lieutenant *Force*, Lieutenant *C. Meredith*, Lieutenant *Tucker*, Lieutenant *Bignall*, twelve serjeants, and 300 rank and file, of the Royal Plymouth Division of Marines, embarked on board the *Hussar*, of 38 guns, to do the dock yard duty at *Chatham* barracks. This day the crew of the *Centaur*, of 74 guns, were busily employed in getting top gallant and royal yards across in *Hamoaze*, and in bending sails and courses. This day Rear Admiral *Dacres* shifted his flag from the mizen of the *Centaur*, of 74 guns, to the *Courageux*, of 74 guns, Captain *O. Hardy*.

11. Wind S. E. Rain. Came in, in damage, from *St. George's Channel*, the *Narcissus*, 36 guns, Captain *Somerville*: she experienced a violent gale of wind, sprung her bowsprit, and bore away for *Milford Haven*. She immediately went up the harbour into *Coney Cove*, to refit her damages. Went into *Cawsand Bay*, the *Centaur*, of 74 guns, Captain *Littlehales*, to wait for orders. The men of the *Courageux*, of 74 guns, were turned over to the *Centaur*, of 74 guns, to complete her complement: her dispatches are hourly expected. Went into *Barnpool*, the *Hussar*, of 36 guns, Captain *P. Wilkinson*: she goes to *Chatham* the first fair wind. The *Centaur* has taken in four months provision and water, and it is supposed will go to the Straits as soon as the dispatches arrive. Four P. M. The dispatches for the *Centaur* are just arrived, and were sent on board from the Admiral's office.

12. Wind W. S. W. Cloudy. This day the *Culloden*, of 74 guns, by order of the Lords of the Admiralty, was commissioned by Captain *Lane*, late of the Cambridge flag ship in the late war. This day Lieutenant *Pridham*, of the *Centaur*, of 74 guns, was suspended in the command of the rendezvous, and Lieutenant *Campion*, of the *Courageux*, of 74 guns, Rear Admiral *Dacres*, was immediately appointed to the rendezvous, to raise volunteer seamen at the *Farbacan*. Went into the Sound, the *Naiad*, of 32 guns, to wait for orders. This day the *Centaur*, of 74 guns, was paid three months advance.

13. Wind N. N. W. Cloudy. Came in the *Friends*, Captain *Sybil*, from *Sunderland*. She brings the agreeable account of the safe arrival there of the *Diana* collier, of the above port, Captain *Vaux*, which was run foul of some time since off *Torbay*, by one of the frigates arrived here with the ninth regiment of foot. She was in ballast, and received much damage, but got safe, having a fair wind all her voyage.

14. Wind N. W. Cloudy. It is said that the *Culloden*, of 74 guns, Captain *Lane*, is to receive the broad pendant of Commodore *Sir T. Troubridge*, bart. M. P. If this event takes place, she will most probably proceed to the East Indies, to have the command in that quarter of the world. Sailed the *Alcmene*, of 36 guns, and *Revolutionaire*, of 44 guns, to the eastward. This day the *Belleisle*, of 84 guns, Captain *Whitby*, began to get top-sail-yards across, and began to bend sails, preparatory to going into *Cawsand Bay*, to wait for orders.

15. Wind E. N. E. Blows Hard. The *Centaur*, Captain *Littlehales*, has been paid to-day three months advance, and is now lying at single anchor, and would have sailed this day, but could not work out of the Bay of *Cawsand*, as the wind was right into the Bay: she has her sealed orders and dispatches. Sailed for *Wexford*, the *Beresford* Irish revenue vessel, for her station from *Wexford* to *Dublin*, to cruise against the smugglers in *St. George's Channel*. So peremptory were the orders to man the *Centaur*, that the *Belleisle* of 84 guns, Captain *Whitby*, and *Courageux*, of 74 guns, were stripped even to the barge crew.

16. Wind E. N. E. Fair and Mild. Orders came down this day to the *Peterell*, of 18 guns, Captain Lambourn, to sail to the Downs when refitted, and to open houses of rendezvous at the different ports on that coast to enter seamen for the fleet. It is said that the *Centaur* is to relieve the *Excellent*, Captain Nash, in the Straits. This day sealed orders and dispatches arrived express at the Admiral's office from London, which were immediately put on board the *Concorde*, of 36 guns, lying in Cawsand Bay; destination unknown: she has this day completed her provisions and stores to six months. This day a party of marines embarked on board the *Culloden*, of 74 guns, Captain C. N. Lane, fitting for sea in Hamoaze.

17. Wind N. N. E. Cloudy. No arrivals or departures.

18. Wind S. E. Rain. Two Frenchmen, who arrived here from Morlaix, last from Falmouth, in the French schooner *La Maria Claire*, and came up in a coach, were apprehended on suspicion, and this day were liberated by an order from the Right Honourable Lord Pelham, Secretary of State for the Home Department. Sailed for St. Domingo, with a cargo and passengers, last from Bourdeaux, but since her arrival here has been refitted, *La Serieuse* French brig. An Admiralty express arrived at one P. M. with sealed orders and dispatches of importance to Rear Admiral Dacres, which were immediately put on board the *Nesley* schooner, Lieutenant Saunders: she was immediately worked down the harbour into the Sound, and sailed directly. Sailed the *Centaur*, of 74 guns, Captain Littlehales, to the westward.

19. Wind S. E. Cloudy. By order of the Port Admiral, all seamen who enter at the rendezvous here generally for the fleet, are to be sent on board the *Belleisle*, of 84 guns, Captain Whitby, to complete her complement to her establishment, as she is ordered to take in four months stores and provisions for foreign service: her crew have been all day getting yards across, and bending sails and courses. Came in, after a passage of 45 days, the *Tisipone*, of 13 guns, a fireship: she left the island of Jamaica and the fleet there well and healthy. She has been on that station nearly five years. Sailed for her destination, with sealed orders and dispatches, from Cawsand Bay, the *Concorde*, of 36 guns, with a fine leading breeze.

20. Wind S. W. Rain. Came in from the South Seas, after a most extraordinary quick passage, the *Sally*, of London, Captain H. Rance, South Sea whaler, with a full cargo, the produce of 52 whales: so quick was her passage, that she has been absent from this port only seven months, out and home, including the period spent at the fishery: she was formerly his Majesty's ship *Termagant*. Also a large French ship, from Ostend and Dieppe, bound to the Straits, in damage. Came in the *Harmony* brig, from Malaga to Southampton, with wines and fruit, in damage from a violent gale of wind: the crew were obliged to throw part of her cargo overboard to save the remainder and the vessel.

21. Wind variable. Rain. Went down the harbour, the *Renard*, of 24 guns, Captain Cathcart, and *Hunter*, of 18 guns, Captain Jones: the former sailed for Cork to get seamen, and the latter to the eastward. The *Concorde*, of 36 guns, Captain Wood, received her final dispatches, and at one P. M. got under way, and sailed for her destination immediately: where she is bound is unknown to both officers and crew, as her orders are sealed. Orders came down this day for two hundred Royal Marines to embark for Portsmouth, to do the duty of the dock yard there.

## PORTSMOUTH REPORT,

FROM OCTOBER 21 TO NOVEMBER 20.

Oct. 22. The *Donnegal* and *Hercule*, of 80 guns each, and the *Blenheim*, of 74 guns, are ordered to be fitted with four months stores, &c. Their destination, it is rumoured, is for the Mediterranean. The *Blenheim* is in a great state of forwardness, and will be ready in a few days, and the others are preparing with all possible expedition. Posting bills have been put up in this place



and vicinity, offering a bounty for seamen and petty officers for the Apollo and Penelope frigates, fitting for sea. A considerable number of the 31st regiment of foot, lying in barracks here, have enlisted into the Royal Marines. The Racoon sloop is ordered to be manned and is to sail immediately to the West Indies. The St. Fiorenzo is also ordered to be fitted for foreign service. Signals have been hoisted on board the Ulysses, Advice and Express tenders, for sailing for Trinidad, to which place they are to carry out the Commissioners. The Neptune, of 98 guns, Captain Erury, is ordered out of harbour to Spithead, to receive the Port Admiral's flag. Arrived the Antelope revenue cutter, Captain Case, with a boat laden with two hundred casks of spirits, which she seized off the Isle of Wight. The Seahorse frigate, Captain Foote, is paid off and laid up in ordinary.

25. Arrived the Pomone, of 44 guns, Captain Gower, and La Revolutionaire, of 44 guns, Captain Lecke, from Jersey. The Pomone had her back broke, in consequence of her striking on a rock, in beating into Jersey in the night. She is come into harbour, and will most probably be broke up. Sailed the Amphion frigate, Captain Hardy, with Lord R. Fitzgerald, Ambassador to the Court of Lisbon, on board. This evening arrived a frigate, supposed to be the Unicorn, Captain Stuart.

26. Arrived last night, the Alcmena, of 32 guns, Captain Stiles, from Jersey; and this morning, the Sophie, of 18 guns, Captain Rosenhagen, and the Raven brig, Captain Swaine, from the same place; and the Aggressor gun brig, Lieutenant Thompson, from Plymouth.

27. Sailed the Asia, Minnes, for the East Indies; Ulysses frigate; Advice and Express tenders, for Trinidad.

28. Went out of harbour, his Majesty's brig Port Mahon.

29. Went out of harbour, the Neptune, of 98 guns.

31. Arrived the Alonzo, of 16 guns, Captain Faulknor, with a part of the Pomone's stores, from Jersey, and the Resistance, of 38 guns, Hon. Captain Wodehouse, from the eastward. Sailed the Ulysses, of 44 guns, Captain Columbine, and the Advice and Express tenders, for Trinidad. The Resistance frigate will sail on Tuesday for Lymington, to take on board Sir Harry Neale and family, who are going to Naples. Dropped down to St. Helens, the Blenheim, of 74 guns, Captain Bover. The Milbrook schooner, Lieutenant M. N. Stark, is paid off and recommissioned.

Nov. 3. Sailed the Ranger sloop of war, Captain Coote, for Deptford; the Raven, of 18 guns, Captain Swaine, to the eastward; and the Redbridge schooner, Lieutenant Lempriere, on a cruise. Remains at St. Helen's, for further orders, the Blenheim, of 74 guns, Captain Bover. The Niger, armed *en flute*, Captain Hillyar, lately returned from the Mediterranean, is ordered to take recruits to Gibraltar, before she is paid off. Rendezvous for the entry of seamen are opened here and at Cosport, under Lieutenant Letherland.

5. Admiral Milbanke has shifted his flag from the Doris to the Neptune, of 98 guns, Captain Erury. Yesterday 190 men of the 60th regiment embarked on board the Alexander West Indiaman for Jamaica. The Niger frigate, Captain Hillyar, is appointed to take out General Oakes, Commander in Chief in the Mediterranean.

7. Yesterday sailed the Niger, armed *en flute*, Captain Hillyar, for Cowes, to receive recruits from the army depot, for Gibraltar, the Port Mahon, of 18 guns, Captain Grossett, for Jersey; and the Sophie, of 18 guns, Captain Rosenhagen, on a cruise off the east coast of Scotland. This day arrived the Amazon, of 38 guns, Captain Sutton, from Plymouth. Sailed the Blenheim, of 74 guns, Captain Bover, for the Mediterranean. Came into harbour the Alonzo sloop of war, Captain Faulknor. Went out of harbour the Donnegal, of 84 guns, Captain Sir R. Strachan.

8. Yesterday afternoon, Captain S. Hood, of the navy, arrived from London, and immediately embarked on board the Blenheim, of 74 guns, Captain Bover; and in the evening she got under weigh, and proceeded for Trinidad. Arrived the Amazon, of 36 guns, Captain Sutton, from the eastward. Went out of

harbour, the *Acasto*, of 36 guns, Captain J. A. Wood; she is under sailing orders. General Oakes embarked this morning in a packet, and sailed for Cowes, where he will go on board the *Niger*, Captain Hillyar, which is taking troops on board for the Mediterranean. A great number of seamen arrive here daily from the rendezvous in London, for the ships fitting at this port.

14. We understand orders were received here on Friday from the War Office, to call in all the invalids in this district. General Oakes, the newly appointed Commander in Chief in the Mediterranean, embarked on board the *Niger*, Captain Hillyar, which was taking recruits on board from Cowes for Gibraltar; she has since sailed. On Sunday, Commodore S. Hood, one of the Commissioners for surveying the island of Trinidad, arrived here from London, and embarked on board the *Blenheim*, of 74 guns, Captain Bover; and she immediately sailed for Trinidad. Captain Mundy has taken the command of the *Hydra*, *vice* the Honourable Charles Paget. The *Venerable*, of 74 guns, which has been into dock, and had a thorough repair, is ordered to be commissioned, and Captain Searle is appointed to command her. The *Pomone* frigate, Captain Gower, is paid off, and taken into dock to be repaired. The *Antelope*, of 50 guns, which was launched on Wednesday at Sheerness, is ordered to be fitted for the broad pendant of the Hon. Captain Cochrane, who is going out to command in the East Indies.

18. His Majesty's ship *La Pique*, is gone out of the harbour to Spithead.

19. Arrived the *Magicienne* frigate, Captain Vansittart, from the Downs. Sailed the *Alcmene* frigate, Captain Stiles, for Plymouth; and the *Rambler* brig, Captain Innes, on a cruise off Weymouth. Went out of harbour, *La Pique*, of 38 guns, Captain Cumberland. The *Venerable*, of 74 guns, was commissioned on Thursday by Captain Searle. The *Defiance*, of 74 guns, and the *Robust*, of 74 guns, are ordered to be repaired for commission. Our brave and veteran Commander in Chief, Admiral Milbanke, as a reward for his long and gallant services, is to remain in the chief command at this port, until his health renders his removal absolutely necessary.

### Promotions and Appointments.

WHITEHALL, MARCH 20, 1802.

The King has been pleased to grant unto the Right Honourable George Lord Keith, Knight of the Most Honourable Military Order of the Bath, Admiral of the Blue Squadron of his Majesty's Fleet, and Commander in Chief of his Majesty's ships and Vessels in the Mediterranean, his Royal licence and permission to receive and wear the Badge of the Order of the Crescent, transmitted to his Lordship by the Grand Signior.

And also to order, that this His Majesty's Royal Concession and Declaration, together with the relative documents, be registered in his College of Arms.

Captain Skene, of the *Determinee*, is appointed to the *Lapwing*.

Captain Becker to the *Determinee*.

Captain Fanshawe to the *Carysfort*.

The *Juno* frigate, of 32 guns, is commissioned at Woolwich, and the command of her given to Captain Richardson, son-in-law to Sir Thomas Trowbridge.

The *Africane*, of 44 guns, one of the finest frigates in the British Navy, was yesterday commissioned at Deptford, and Captain T. Manby appointed to the command of her.

Captain J. W. T. Dixon to the *Apollo* frigate.

Captain Woodriffe, late agent for transports, is appointed to the command of the *Calcutta*. She is fitting in the river, to receive convicts on board for Botany Bay.

Lieutenant C. Foote, who was lately acting commander of the *Termagant* sloop, is promoted to the rank of Commander.

Captain Mundy has taken the command of the *Hydra*, *vice* Honourable C. Paget.

Captain Parker, of the *Alarm*, is appointed to the *Amazon*. The *Alarm* is to be paid off.

Captain Searle to the *Venerable*.

Captain Ferrier to the *Albion*.

Captain Lane to the *Culloden*.

Captain Brenton to the *Minerve*.

Captain Dumaresq to the *Merlin*.

Captain Delafons, of the *Childers*, to the *Dasher*, and

Lieutenant Leaver to the *Jackall* gun-brig.

Mr. hsa to be purser of *La Loire* frigate.

Mr. Thomas Pitt, late Master of the *Prince*, of 98 guns, is appointed Master Attendant to his Majesty's Dock Yard in the island of Antigua, in consequence of Mr services in the Mediterranean, when under the command of Earl St. Vincent.

R. Shivers, Esq. of Weovil cooperage, to be storekeeper to the Victualling Office, at Chatham.

### MARRIAGES.

*Oct. 20.* At Thoresby Park, Nottinghamshire, William Bentinck, Esq. of Terrington, in Norfolk, and Captain in the Royal Navy, to the Hon. Augusta Pierrepont, only daughter of Lord Viscount Newark.

*25.* At St. Margaret's, Westminster, by the Rev. Philip Yorke, James Nicol Morris, Esq. Captain in the Royal Navy, to Miss Margaretta Sarah Cocks, second daughter of the late Thomas Sommers Cocks, Esq.

*Nov. 1.* At Blendworth, Augustus William Fostier, Esq. to Miss M'Coy, daughter to the late Captain A. M'Coy, of the Royal Navy.

*3.* At St. Mary-le-bone Church, by the Rev. George Chamberlaine, Captain G. H. Towry, of the Royal Navy, to Miss Chamberlaine, daughter of George Chamberlayne, Esq. of Devonshire Place.

*8.* At Stonehouse chapel, Devon, Lieutenant Achorly, of the Royal Marines, to Miss Christiana Shairp.

Lately, John Giffard, Esq. Captain in the Royal Navy, to Miss S. Carter, second daughter of Sir John Carter, Knt.

At St. James's, Westminster, Captain Bonham, in the East India Company's service, to Miss Woodgate, of Golden-square.

At Portsmouth, Captain Broughton, of his Majesty's ship *Penelope*, to Miss Jemima Broughton, youngest daughter of the Rev. Sir Thomas Broughton, Bart. of Doddington Hall, in the county of Chester. The ceremony was performed by the Rev. Brian Broughton, Fellow of New College, Oxford.

At Antony Church, Cornwall, Captain Nesham, of the Royal Navy, to the Hon. Margaret Graves, youngest daughter of the late Right Hon. Admiral Lord Graves, and sister of the present Right Hon. Colonel Lord Graves, of Thanckes, in the same county.

Mr. R. Kemp, one of the shipwrights employed at Constantinople under Sir Sidney Smith, to Miss Wigg.

### OBITUARY.

On the 28th of September, at Gibraltar, Mr. Vaughan, one of the Surgeons of the Royal Naval Hospital, at that place; and on the seventh day afterwards, Mrs. Vaughan, relict of the before-mentioned gentleman.

On the 31st of October, at Catisfield, after a lingering illness, the Hon. Mrs. Blackwood, lady of the Hon. Captain Blackwood, of the Navy.



The same day, at Waltham, T. Grant, Esq. formerly Clerk of the Survey of Portsmouth Dock Yard.

Nov. 1, Mrs P. Bradley, widow of the late Mr. John Pradley, and sister to Captain W. Bradley, of the Navy, and of Mr. James Bradley, of the Royal Academy, at Portsmouth Dock Yard.

On the morning of the 5th of November a most melancholy and unfortunate circumstance took place at an inn in Wrexham. Major Gower of the Marines (a brother of Admiral Sir Erasmus Gower), having been for a week or ten days exceedingly indisposed with an intermitting fever, retired to rest on the night of the 4th, far better in health and spirits than what he had appeared to possess for some time before. But between one and two o'clock in the morning he awoke, making a great noise in his room, and calling for a light. Upon the servant-maid bringing one, he declared to her that he was sure there were thieves in the house, who were come to rob and murder him, and though she endeavoured to persuade him to the contrary, he still persisted in his declaration, and begged she would go and dress herself and return to him. Unfortunately the servant did not properly consider the Major's serious situation. Possessing no apprehension herself, she was not once troubled with the reflection that this unfortunate gentleman was suffering under a high delirium, arising from the great degree of fever he must have been in, and therefore quitted him for the night to his own unhappy meditations. The consequence was, that the delirium must have increased—he might have even fancied thieves forcing his door; he was heard to call out, "I am Major Gower! I am Major Gower!" and about six o'clock in the morning this unhappy man was found dead in the street, having precipitated himself out of a window up two pair of stairs, under the unfortunate impression of an alarm that existed only in his own imagination.

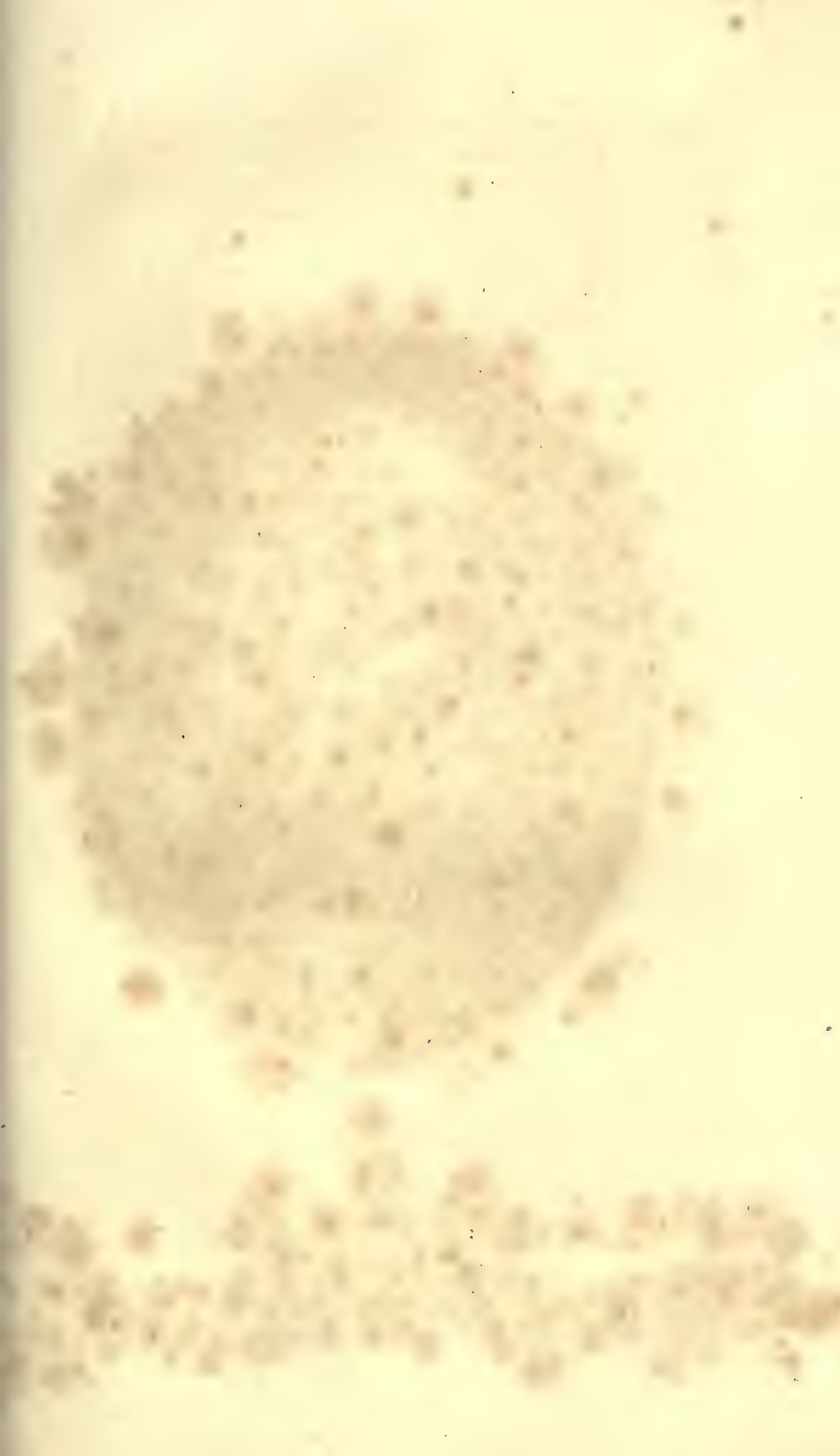
16. At Chelsea, in the 72d year of her age, Mrs. Ann Tonken, widow of the late Thomas Tonken, Esq. Captain in the Royal Navy.

Lately at Canterbury, G. Knowler, Gent. brother to the late Admiral Knowler.

At Newington Butts, Mrs. Saumarez, wife of R. Saumarez, Esq. brother to Admiral Sir J. Saumarez.

Suddenly, at Great Marlow, Bucks, in his way to Bath for his health, Capt. E. Cleather, of the Royal Navy.

19. In the 68th year of his age, after an illness of six days, Mr. Sewell, Book seller, of Cornhill, respected and regretted by all who knew him. If "an honest man's the noblest work of God," such a one was John Sewell; who, with some harmless eccentricities, possessed a mind and spirit, of which the energy and value could only be duly estimated by those who were admitted to his familiar acquaintance. Mr. Sewell succeeded Mr. Brotherton in the same house wherein he died, and was, we believe, the oldest Bookseller in London. He possessed, besides his professional judgment of books, a tolerable knowledge of mechanics, particularly of Ship-building, understood the nature and properties of timber, and was the founder and most zealous promoter of a "Society for the Improvement of Naval Architecture." He was also the occasion of a most beneficial improvement being made some years ago in Cornhill, a place which had sustained prodigious losses by conflagrations. Finding that a difficulty of gaining a ready supply of water, was in most cases the cause of the mischief extending, he conceived the idea of a tank, or reservoir, to be laid under the coach-pavement of the street, which being always kept full of water, is a perpetual and ready resource in cases of fire happening in that vicinity. In proof of his loyalty and public spirit, we need only say, that he was one of the first supporters, and named on the first Committee, of the Royal Association, at the Crown and Anchor, in 1792, by the operation and influence of which, the Nation was preserved from the ruinous efforts of Republicans and Levellers; and when the Kingdom was alarmed and confounded by the Mutiny in our Fleets, he drew up, and at his own expence circulated, "Proposals, in detail, for a Marine Voluntary Association, for manning in person the Channel Fleet, the ancient and natural defence of Old England." The object, however, was happily rendered unnecessary, by the return of our brave seamen to reason and their duty.





SIR GEORGE POCOCK. K.B.





*BIOGRAPHICAL MEMOIRS OF*  
**THE LATE SIR GEORGE POCOCK, K. B.**  
*ADMIRAL OF THE BLUE SQUADRON.*

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He on old Ocean's waves did ride,  
Borne in triumph o'er the tide.

HILL.

**I**T is a fact greatly to be lamented, that powerful and noble connexions should oftentimes procure a man's advancement in life, without his possessing the abilities requisite for the situations to which he is appointed, to the manifest injury of the State, and the loss and disappointment of men of superior merit. But, perhaps, there is no service in the world in which preferment has been more impartially distributed than in the British Navy. The men of splendid birth and powerful interest who have risen to high commands in the Navy, have, in most instances, merited their appointments by their talents and services, and rarely disappointed the hopes of their country by failure or misconduct. This in a great measure must be attributed to that excellent regulation of the Navy, which prevents any one from obtaining preferment, until he has served in a subordinate station, for a period of time sufficiently long to acquire a considerable share of experience; this servitude obliges a man, no matter how high his rank in life, to devote himself early to his intended profession; and as youth is the season for instruction, and the mind at an early period of life is more pliant and susceptible of impressions, the young Officer gradually becomes habituated to the service; his emulation is excited by having about him a number of persons of his own age, all eager to distinguish themselves in the career of glory, and anxious to surpass each other in the acquisition of professional knowledge. These reflections were suggested to us by the subject of our present Memoir, who was a man of considerable interest, and powerful connexions, who, doubtless, pushed him forward in the

world, but who was every way deserving the advancement which he received.

Sir George Pocock was born on the 6th of March 1706, and was the son of the Rev. Thomas Pocock, Chaplain to Greenwich Hospital, by ——— his wife, daughter of James Master, Esq. and Joice, his wife, only daughter of Sir Christopher Turner, Knt. one of the Barons of the Exchequer in the reign of Charles the Second. He entered into the Navy in the twelfth year of his age, and served under his uncle Sir George Byng, afterwards Viscount Torrington, in the expedition to the Mediterranean in 1718, which terminated so highly to the honour of the British arms; thirteen Spanish ships, three of them carrying the flags of Admirals, being taken or destroyed off the coast of Calabria, and the island of Sicily being preserved. The successes of Sir George Byng in the Mediterranean, contributed greatly to the restoration of peace, the Spaniards having experienced the impossibility of carrying on their ambitious designs, when opposed by the forces of Britain. This peace gave almost twenty years of repose to Europe.

Having passed through the subordinate ranks of his profession with credit and approbation, in the month of August 1732, our hero was appointed First Lieutenant of the *Namur*, and on the 1st of August 1738, when a war threatened with Spain, he was promoted to the rank of Post Captain, and received the command of the *Aldborough* frigate, in which ship he immediately sailed to the Mediterranean, to join the squadron under Rear-Admiral Haddock. Towards the latter end of the year 1739, war was declared against Spain, and the squadron in which Captain Pocock served had the good fortune to make several rich captures. Among these were two ships from the *Caraccas*, supposed to be worth two millions of dollars, besides several of very great, though inferior in, value, and a considerable number of privateers. Captain Pocock continued to serve in the Mediterranean, or on the coasts of Spain, till the year

1741, when he returned home, and in the month of August 1742, was appointed to the Woolwich, but on what station he was employed we have not been able to learn.

In the year 1744, he was Captain of the Sutherland, of 50 guns, and early in the ensuing spring was ordered to proceed to the East Indies, with four of the Company's ships under his protection. Of his transactions in this quarter we are not in possession of any interesting particulars, as the complexion of affairs in the East Indies at that time was passive and tranquil; but probably his time was judiciously employed in acquiring a knowledge of the navigation of the Indian seas, afterwards the scene of a part of his splendid achievements.

On his return from this station, our hero was ordered to the West Indies, where on the death of Commodore Legge, which happened on the 19th of September 1747, he succeeded to the chief command on the Barbadoes station, and towards the latter end of the year 1748, greatly distinguished himself by his activity and the judgment with which he stationed his cruisers, for the purpose of intercepting the French convoy from Europe, by means of which, nearly forty of the enemy's vessels were captured by himself or the cruisers under his orders. The war being terminated soon after these events, by the treaty of Aix la Chapelle, Captain Pocock remained unemployed till the end of the year 1754, when he was appointed to the Cumberland, of 66 guns, in which ship he sailed to the East Indies, making part of a small squadron under the command of Rear-Admiral Watson. The British Empire in India was at this period in its infancy, and assailed, by various enemies, native and European. The first operation of the fleet was against the fortress of Geriah, the residence of the famous pirate Angria, which, after an obstinate resistance, was reduced. On the 4th of February 1755, Mr. Pocock was advanced to the rank of Rear Admiral of the White, and on the 4th of June in the ensuing year, to be Rear of the Red Squadron. He assisted at the recovery of Calcutta from the Nabob Surajah Dowlah,



and afterwards served at the reduction of Chandernagore; the principal French settlement in the province of Bengal, and a place of great strength, situated a little higher on the river Hughley than Calcutta.

On the death of Admiral Watson, which happened at Calcutta on the 16th of August 1757, a short time after the reduction of Chandernagore, our hero succeeded to the command in chief of his Majesty's ships in the East Indies; and on the 31st of January 1758, he was farther promoted to be Vice-Admiral of the Red. The season now approaching, when it was highly probable, that a French squadron would appear in the Indian seas, Admiral Pocock took every precaution to be prepared to give them a warm reception. In the month of March he was joined in Madras road by Commodore Stevens, with a reinforcement from England, consisting of four ships of the line and a frigate, when the squadron under his command consisted of the following vessels:—

| <i>Ships.</i> | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i>     |
|---------------|--------------|-------------|------------------------|
| Yarmouth,     | 64           | 535         | { Vice-Admiral Pocock, |
|               |              |             | { Capt. J. Harrison,   |
| Elizabeth,    | 64           | 525         | { Commodore Stevens,   |
|               |              |             | { Capt. Kempenfelt,    |
| Tiger,        | 60           | 420         | — T. Latham,           |
| Weymouth,     | 60           | 420         | — N. Vincent,          |
| Cumberland *, | 56           | 320         | — W. Brereton,         |
| Salisbury,    | 50           | 300         | — J. S. Somerset,      |
| Newcastle.    | 50           | 300         | — George Legge.        |

With the Queenborough frigate, and Protector storeship.

With this force under his command, the Admiral put to sea from Madras road on the 17th of April, in search of the French squadron, which he had intelligence was on the coast, or expected daily to arrive. He steered first for Negapatam, and afterwards for Fort St. David's, where he discovered, on the morning of the 29th, about half past nine

\* The Cumberland before carried 66 guns, but was obliged to be reduced ten guns, from her very weak and leaky condition.

o'clock, seven ships getting under sail from the road, and two of which were cruising in the offing. This was the squadron the British Admiral was in search of, and the strange ships not answering his private signal, he immediately ordered a general chase. The enemy, under the command of the Count d'Aché, one of the most skilful Officers that the French marine has ever produced, formed the line of battle ahead on the starboard tack, standing to the eastward under their top-sails, with the wind nearly south.

About three o'clock in the afternoon, the van of the British squadron being then nearly within random shot of the enemy, the Admiral bore down on the *Zodiaque*, of 74 guns, which ship carried the flag of the French Commander in Chief. After receiving the fire of the different ships astern of the Count d'Aché, as well as of the French Commander himself, the British Admiral would not permit a gun to be fired from his ship, until he had got within pistol shot of his antagonist. He then opened a dreadful fire on the French leader, and made the signal for close action. This was promptly and gallantly obeyed by the van of the British squadron, but the *Cumberland*, *Newcastle*, and *Weymouth*, the ships forming the rear, were a great distance astern, and appeared remarkably dilatory in getting up. This had nearly occasioned the British Admiral to be surrounded by the French fleet, when the Captains of the ships above-mentioned, to retrieve their error, made sail, and came to his assistance. The French Commander perceiving that the rear of the British line were now inclined to do their duty, and probably fearing the event of the contest, if he continued to fight, broke through the line, and put before the wind under a press of sail, the rest of the fleet following his example, and discharging their broadsides in succession at the British Admiral as they passed him.

The signal was now made for a general chase, but the British ships which had been in the action, were by this time extremely disabled, particularly the Admiral's ship, the *Yarmouth*, so that he could not possibly keep up with the

squadron, and the French having received a reinforcement of a line of battle ship and a frigate, and evening coming on, he thought proper to recall his ships, and haul close on a wind, in the hope of weathering the enemy during the night, and by that means compelling them to renew the engagement in the morning. The Queenborough frigate was ordered ahead to keep the enemy in sight, and make the necessary signals to the squadron, but the French neither showing lights, nor making any signals, effected their escape, and at day-break were totally out of sight.

The loss sustained by the British squadron in this encounter amounted to twenty-nine killed, and eighty-nine wounded. The French sustained a more severe loss, near six hundred being killed and wounded, and the *Bien Aimé*, one of their finest ships, mounting 58 guns, but pierced for 74, received so much damage in the engagement, that the crew to save their lives, were obliged to run her on shore a little to the southward of Alamparva, where she was totally lost.

The French retreated to Pondicherry, and the British squadron returned to Madras, after having cruised some days without being able to meet with the enemy. The ships were here refitted with the greatest alacrity, so that by the 10th of May the Admiral was enabled to put to sea. His object was the relief of Fort St. David, which at this time was besieged by the French, but contrary winds, and a strong current from the southward, prevented him from making much progress, and on the 6th of June he received the disagreeable intelligence that the place had been obliged to surrender. On this the Admiral returned to Madras to victual and water his ships, and on his arrival he caused the conduct of those Captains whose behaviour he deemed reprehensible, to be inquired into by a Court-Martial, which sentenced Captain Vincent to be dismissed from the command of the *Weymouth*, Captain George Legge to be cashiered, and Captain Brereton to lose a year's rank as Post Captain.



This disagreeable, though necessary, duty being performed, the Admiral sailed from Madras on the 25th of July, and the next day took a snow, and burnt seven Chilingoes belonging to the enemy. On the evening of the 27th, being within three leagues of Pondicherry, he discovered the French squadron at anchor, consisting of eight ships of the line and a frigate. Next morning the Count d'Aché got under sail, standing to the southward, in hopes of being able to avoid the British squadron, from the advantage he possessed in having the land breeze. The Admiral ordered a general chase, but the French ships being better sailers, he was not able to get up with them, and having pursued them as far as Porto Novo, he lost sight of them. On the 30th he drove on shore, and destroyed a vessel bound to Pondicherry, laden with ammunition and military stores, which proved a serious loss to the garrison of that place, as they were in great want of the articles with which she was freighted, and had not the means of obtaining a second supply.

On the 1st of August the Admiral was once more gratified with the sight of the enemy, but though he used every endeavour to bring them to action, and by crowding sail had gained on them, the cautious conduct of the Count d'Aché, and the superiority of his ships in point of sailing, prevented him from being able to bring on an engagement, and he again lost sight of the foe. The Admiral, however, persevered in keeping his station, and getting sight of the enemy again, was fortunate enough to bring them to action on the 3d of August. The particulars of the engagement, as well as the preceding transactions of the squadron, will be found at large in the following extract from an Officer's journal on board the Admiral's ship.

August 2, 1758, moderate breezes and fair weather, the wind from S. to S. W. at one the enemy was edging down upon us in a line of battle abreast, the commanding ship under her three top-sails on the cap, appeared to be close-reefed, and steering for our center. At half past one, the Cumberland being pretty well up, we made the

signal for the line of battle ahead, and at two it fell little wind, and came round to the southward. About three our line was well formed, and we stood to the eastward under our top-sails, the fore-top-sail full, the main-top sail square, and the mizen-top-sail sometimes full and sometimes aback, as the different ships' stations in the line required. At three we made the signal to speak with the fireship, and soon after with the Queenborough; all this time the enemy continued bearing down on us with the same sail, and our squadron continued in a very regular close line. At five, the enemy's van was on our beam, at about two miles distance, and about an hour after, they made some signals, hauling their wind almost immediately; the van ship hoisted her top-sails, and set her courses, the commanding ship hoisted her top-sails, hauled her fore-tack on board, and stood close upon a wind to the S. E. in about ten minutes. When that ship had got before our beam, we made the signal for our van to fill, and stand on, which we did with the whole squadron under our top-sails and fore-sail, making the proper signals for keeping the line during the night. The enemy, from dark to eleven o'clock, made several signals by guns, and judging by the sound they were firing on our quarter, concluded they had tacked, upon which, a little before twelve, we made the signal to wear, and wore with the whole squadron, making sail to the westward.

August 3, 1758, moderate and fair weather. At four A. M. the Salisbury made the signal for seeing four sail to the north-west. At five A. M. we saw the French squadron about three miles to the westward of us, in a line of battle ahead, standing to the southward; we then made the signal for the line of battle ahead, which was very soon formed. At six, Negapatam bore W. S. W. half W. distance about three leagues. At eight minutes past seven, we made the signal for the Tyger and Cumberland to make more sail. At twenty minutes past seven, we stood to the S. E. in a well formed line, the enemy's van at the same time bearing W. half N. distant about four miles. At half past eight, the enemy's van began to edge down upon us. At forty minutes past eight, made the signal for the Tyger and Elizabeth to change places in the line; and at forty-five minutes past nine, the Tyger made the Salisbury's signal to close the line. At ten, the enemy bore away, as if they intended to run under the stern of the rear of our line. At ten minutes after, we made the signal for the leading ships to steer two points away from the former course. We edged away, and steered south. At twenty-five minutes past ten, made the Weymouth's, and the Weymouth the Newcastle's signal to close the line. From this time till twenty minutes past eleven, we were employed in towing particular ships into their stations; for

there was little or no wind, and the squadron in some disorder. At twenty minutes past eleven, the sea breeze set in from the S. E. which brought the enemy on our larboard and lee quarter. At half past eleven, the enemy's van was on our lee beam, distant about one mile and a half. At noon, our squadron was in a very good line, and preparing to bear down on the enemy. The Elizabeth and Queenborough repeated all the signals we made during the action.

August the 4th, 1758, moderate and fair weather. At twenty minutes past twelve P. M. made the leading ship's signal to steer six points from the former course, our squadron being then in a well-formed close line. At fifty-five minutes past twelve, made the rear ships' signal to close the line. At one, took in our top-gallant-sails. At this time the enemy seemed to be drawn up in an half-moon, their van and rear being to windward of their center. At twenty minutes after one, observing the French Admiral made the signal to engage, and their van ships beginning to fire upon the Elizabeth, we immediately made the signal for engaging also, which was repeated by the Elizabeth and Queenborough, and obeyed by the whole squadron. In ten minutes after, the French Admiral set his fore-sail, and kept more away. The rest of the squadron did the same, and their line was soon broke. The remainder of the action was a running fight. At thirty-five minutes past one, the signal for the line was shot away, and another instantly hoisted. Two minutes after that, our main-top-sail yard was shot down on the cap, and the main-top mast much damaged at the same time. At forty minutes past one, the signal for battle was shot away again, and another hoisted directly. At two, the enemy's leading ship in the van put before the wind, having cut away her mizen-mast on account of the sail being on fire. The French Admiral put before the wind eight minutes after, and was followed by all the ships of the enemy, from the van to the center. At twenty five minutes past two, the enemy's rear put before the wind, at the same time we made the signal for a close engagement, that our ships might bear down as fast as possible after them. At fifty-five minutes past two, the enemy wore, and hauled up a little to the southward, as we did at the same time. At three, made the general signal to chase. at the same time hauled down that for the line of battle and close engagement, making all the sail we could after them. The enemy being at too great a distance for us to fire at them, they crowded with studding sails and every thing else from us; their boats were all cut adrift, they standing about N. N. W. We were employed in knotting and splicing the old, and reeving new rigging, to enable us to make more sail, the less disabled ships about three miles ahead, and the enemy's rear about five. At six, observing the enemy



increased their distance, we made the signal to leave off chase, hauling down that for battle at the same time. After joining our ships to leeward, we hauled close to the wind, with the larboard tacks on board; at eight, we made the signal, and anchored in nine fathom water. Carical W. half N. distant about three or four miles.

The loss sustained by the English in this encounter amounted to thirty-one killed, and one hundred and sixteen wounded, among whom were Commodore Stevens and Captain Martin; the loss of the enemy was much more severe, upwards of five hundred and fifty men being killed and wounded, among the latter of whom were the French Commander in Chief and his Captain. The enemy fled to Pondicherry road, and from thence, having repaired their damages, to the Mauritius, and Admiral Pocock repaired to Bombay, where he remained during the monsoons.

The season of danger being past, the Admiral, who was indefatigable in his exertions to put his squadron in the best state of equipment, sailed from Bombay on the 17th of April 1759, and arrived off the island of Ceylon before the French had taken their departure from the Mauritius. Here he continued to cruise till the 1st of September, when want of water obliged him to quit his station, and proceed to Trincomale. The next day the French fleet was discovered by the *Revenge*, a frigate in the service of the East India Company, which the Admiral had directed to cruise in the enemy's track, in order to obtain the earliest intelligence of their approach. The *Revenge* having communicated to the British Admiral, that the enemy's squadron was in sight, he immediately made the signal for a general chase, and stood towards the foe, under a press of sail. The Count d'Aché, though he possessed a superiority of two ships of the line, according to his usual practice, thought proper to decline an engagement, nor could Admiral Pocock bring him to an action, though every manœuvre was tried which the most expert seamanship could dictate. The hostile fleets continued three days in sight of each other, but never within

gun-shot, and the weather proving hazy, the French at length effected their escape. Disappointed in his hopes of an engagement, by the disappearance of the enemy, Admiral Pocock steered directly for Pondicherry, to which place he conjectured they were bound, and where he fortunately arrived eight hours before the French Admiral. The particulars of the action which ensued, and his subsequent transactions, we cannot give with more propriety than in the gallant Admiral's own words.

I arrived off Pondicherry on the 8th, early in the morning, and saw no ship in the road, but at one in the afternoon we discovered the enemy to the south-east, and, by three, counted thirteen sail. We were then standing to the southward with the sea breeze, and, to prevent their passing us, kept a good look-out the following day. At two in the afternoon of the 9th, the wind springing up, I made the signal for a general chase, and at four, their squadron appeared to be formed in a line of battle abreast, steering right down upon us. In the evening I ordered the *Revenge* to keep, during the night, between our squadron and the enemy's, to observe their motions. On the 10th, at six in the morning, the body of the French squadron bore south-east by south, distant eight or nine miles, and was formed in a line of battle ahead, on the starboard tack. We continued bearing down on them in a line of battle abreast, with the wind about N. W. by W. At five minutes past ten, the enemy wore, and formed the line ahead upon the larboard tack. At five minutes after eleven, we did the same, and kept edging down upon them. At ten minutes past two in the afternoon, the *Yarmouth* being nearly abreast of the French Admiral's second in the rear, and within musket-shot, M. d'Aché made the signal for battle. I immediately did the same; on which both squadrons began to cannonade each other with great fury, and continued hotly engaged until ten minutes after four; when the enemy's rear began to give way, the *Sunderland* having got up some time before, and engaged their sternmost ship; their center very soon after did the same. Their van made sail, stood on, and, with their whole squadron, bore away, and steered to the S. S. E. with all the sail they could make. We were in no condition to pursue them, the *Tyger* having her mizen-mast and main top mast shot away, and appearing to be greatly disabled. The *Newcastle* was much damaged in her masts, yards, and rigging; and the *Cumberland* and *Salisbury*, in our rear, were not in a condition to make sail. The *Yarmouth* had

her fore-top-sail-yard shot away in the slings; and the Grafton and Elizabeth, though none of their masts and yards fell, were greatly disabled in them and their rigging; so that the Weymouth and Sunderland were the only ships that had not suffered, because they could not get properly into action, occasioned by M. d'Aché's beginning to engage before they could close, so that by those means they were thrown out of the engagement, seven of our ships only sustaining the whole fire of the enemy's fleet till near the conclusion, and then no more than eight.

The enemy continued their retreat to the southward until dark, at which time I ordered the Revenge to keep between us and the enemy, to observe their motions, and brought to with the squadron on the larboard tack, in order that the disabled ships might repair their damages. At day-light in the morning, we saw the enemy to the S. S. E. lying to on the larboard tack, as we were, about four leagues distant, the wind being about west. The enemy upon seeing our squadron, immediately wore, and brought to on the other tack, continuing so until the evening, when their distance was so much increased, we could scarcely discover them from the main-top. At this time, the wind coming to the eastward, I made the signal, wore, and stood under an easy sail to the N. W. the Sunderland having the Newcastle in tow, the Weymouth the Tyger, and Elizabeth the Cumberland. On the 12th, at day light, we saw the ships in Negapatam road, and seeing nothing of the enemy, at ten o'clock in the forenoon I anchored with the squadron about three leagues to the southward of that road, and in the evening dispatched the Revenge to Madras, with letters to the Governor and Council. On the 25th, in the evening, we weighed and stood into the road, and having anchored, continued repairing our damages and refitting the squadron until the 26th, by which time, having put the ships in as good condition for service as the time permitted, I weighed at five o'clock that morning, stood to the northward, and at six was joined by the Revenge from Madras, who brought sixty three men belonging to the Bridgewater and Triton, which had been exchanged at Pondicherry, and ten men impressed from the Calcutta Indiaman, which I ordered on board the Tyger and Newcastle, those ships having suffered most in their men.

On the 27th, at day-light in the morning, I was close in with Pondicherry road, where the French squadron was lying at anchor in a line of battle. As attacking both the ships and fort at the same time did not suit our condition, I made the signal for the squadron to draw into a line of battle ahead, upon the starboard tack, the wind being off shore, and about W. S. W. We lay with our top-sails to the mast, just keeping a proper steerage-way for the line to continue



well-formed. Being in this situation, the French Admiral made the signal, at six o'clock, to heave a peake; in an hour after, to weigh; and by the time all their squadron (which consisted of eleven sail of the line and two frigates), was under sail, it was near ten o'clock, at which time we were to leeward of them, as before mentioned, expecting they would bear down directly and engage. But instead of taking that step, M. d'Aché made the signal for his squadron to keep close to the wind, and also to make sail, stretching away to the southward in a line of battle ahead; by which method of acting they increased their distance from about a random-shot at day-light, to near four leagues to windward at sunset. Had they cut or slipped their cables on first discovering us, we must have come to an action by seven o'clock; and after they had got under sail, had they bore directly down, might have been close alongside by eleven. Finding, by their manner of working, a great disinclination to come to a second action, I desired the opinion of the Rear-Admiral and Captains, who all agreed, that as the present condition of the squadron would not permit us to follow them to the southward, it would be most advisable to proceed to Madras; accordingly we anchored here the 28th in the evening.

I have not been able to obtain a certain account of the enemy's loss, but it is reported by a deserter, that they had 1500 men killed and wounded, and some of their ships very much shattered. They left Pondicherry road the 1st instant, in the evening, having on board M. Soupiere, Brigadier Lally, Colonel Kennedy, who has almost lost his sight, and a lady, named Madame de Veaux; from whence it may be concluded, that either their whole squadron or a part, is gone to the islands. It is said they brought no troops, but landed, before their departure, four hundred European seamen and volunteers, with two hundred Caffrees. They brought very little money; but the diamonds which were taken in the Grantham, were left at Pondicherry.

Our loss is very considerable, though greatly inferior to the enemy's. We had one hundred and eighteen men slain in action, sixty-six have died since of their wounds, one hundred and twenty-two remain dangerously, and two hundred sixty-three slightly, wounded; so that our whole number killed and wounded, amounts to five hundred and sixty-nine men. Among the slain are Captain Michie, who commanded the Newcastle; Captain Gore, of the Marines, and Lieut. Redshaw, both of the Newcastle; Lieutenant Elliot, of the Tyger; the Master of the Yarmouth, and Boatswain of the Elizabeth; the Gunner of the Tyger is since dead of his wounds. Captain Somerset, who commanded the Cumberland, is wounded in one of his ankles,

but is in a fair way of recovery. Captain Brereton received a contusion in his head, which is now well. All the Officers and seamen, in general, behaved with the greatest bravery and spirit during the action; and by the vigour and constancy of their fire, obliged the enemy to retreat, notwithstanding their great superiority.

I have enclosed our line of battle, together with that of the enemy.

## BRITISH LINE.

The Elizabeth led with the larboard tacks on board.

| <i>Ships.</i> | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i>      |
|---------------|--------------|-------------|-------------------------|
| Elizabeth,    | 64           | 480         | Capt. Tiddiman,         |
| Newcastle,    | 50           | 350         | — Michie,               |
| Tiger,        | 60           | 420         | — Brereton,             |
| Grafton,      | 68           | 535         | { Rear-Admiral Stevens, |
|               |              |             | { Capt. Kempenfelt,     |
| Yarmouth,     | 68           | 540         | { Vice-Admiral Pocock,  |
|               |              |             | { Capt. Harrison,       |
| Cumberland    | 58           | 520         | — Somerset,             |
| Salisbury,    | 50           | 320         | — Dent,                 |
| Sunderland,   | 60           | 420         | — Hon. — Colville,      |
| Weymouth,     | 60           | 420         | — Sir W. Baird, Bart.   |
|               | <hr/> 538    | <hr/> 4005  |                         |

## FRENCH LINE.

The Actif led with the larboard tacks on board.

| <i>Ships.</i>              | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i>         |
|----------------------------|--------------|-------------|----------------------------|
| Actif,                     | 64           | 600         | M. Beauchaine,             |
| La Minotaure,              | 74           | 650         | M. L'Aguille, Chef d'Esca. |
| Le Duc d'Orleans,          | 60           | 500         | M. Surville, le Cadet,     |
| Le St. Louis,              | 60           | 500         | M. Johannes,               |
| Le Vengeur,                | 64           | 500         | M. Palliere,               |
| Le Zodiaque,               | 74           | 650         | M. d'Aché, Lieut. General, |
| Le Comte de }<br>Provence, | 74           | 650         | M. La Chaise,              |
| Le Duc de }<br>Bourgogne,  | 60           | 500         | M. Bouvet,                 |
| L'Illustre,                | 64           | 600         | M. de Rais,                |
| La Fortune,                | 64           | 600         | M. Lohry.                  |
| Le Censeur,                | 70           | 650         | M. Surville,               |
|                            | <hr/> 728    | <hr/> 6400  |                            |

*An Account of the number of Men killed and wounded on board each of his Majesty's Ships.*

|            |     |             |     |
|------------|-----|-------------|-----|
| Elizabeth, | 77  | Yarmouth,   | 39  |
| Newcastle, | 112 | Cumberland, | 52  |
| Tyger,     | 168 | Salisbury,  | 36  |
| Grafton,   | 83  | Sunderland, | 2   |
|            |     | Total       | 569 |

The loss sustained by the British squadron in this encounter, best speaks how severe an engagement it must have been. The following year Admiral Pocock returned to England, leaving the command in the Indian seas with Rear-Admiral Stevens. In 1761, he was honoured with the Order of the Bath, as a reward for his important services in India, and the East India Company placed his statue in marble in their hall. The same year he was promoted to be Admiral of the Blue, but received no appointment till the month of January 1762, when he hoisted his flag on board the *Namur*, of 90 guns, and shortly afterwards sailed on an expedition to the West Indies.

This was the memorable expedition against the Havannah, the capital of Cuba, one of the most daring and best conducted enterprises that was ever undertaken by any nation. To prevent those apprehensions on the part of the Court of Spain, which the equipment of a powerful fleet from England would have given rise to, Sir George Pocock sailed from St. Helens with only four ships of the line, one frigate, and some transports, on board which were embarked four regiments of infantry. On his arrival in the West Indies he took upon him the command in chief of his Majesty's ships in that quarter, which composed a formidable fleet, consisting of twenty-six ships of the line, fifteen frigates, and a considerable number of sloops of war and bombs, making altogether a fleet of more than fifty vessels of war. After a very fortunate passage through the Old Straits of Bahama, a navigation of considerable difficulty, this formi-



dable armament arrived off the Havannah on the 6th of June 1762. The land forces under the command of the Earl of Albermarle, brother to Admiral Keppel, amounting to upwards of 10,000 men, were landed the next day, and the joint operations of the army and navy were pushed with vigour. These are so well described in Sir George Pocock's official letters, that any additions or comments on our part would be superfluous.

*Copy of a Letter from Sir George Pocock, to Mr. Cleveland, Secretary to the Admiralty, dated on board the Namur, off Chorrera River; the 14th of July 1762.*

SIR,

Agreeable to my intention, signified to you by my letter, dated the 26th of May, by the Barbadoes sloop (a copy of which is inclosed), I bore away with the fleet the next afternoon, having the day before sent the Bonetta sloop, Capt. Holmes, with a Providence pilot on board him, to direct the vessels to their proper stations on the Cuba side, and Bahama Banks, that we might be guided by their signals in our passage. Luckily, the next day the Richmond joined us; she had been down the Old Straits to Cayo Sal, and Captain Elphinston had been very diligent and careful in his remarks going through and returning back, having taken sketches of the land and Cayos on both sides. He kept ahead of the fleet, and led us through very well. We passed the narrowest part in the night, between Cape Lobos and Cayo Comfito, keeping good fire-light on each Cayo for our directions, and found Lord Anson's Spanish chart of the Old Straits a very just one. The Providence pilot who was on board the Bonetta sloop, placed the Trent, Captain Lindsay, at the first station on the Cuba side, forty-five leagues to the eastward of where she ought to have been. This occasioned some of the others never to find the Cayos where they were sent to lie on, but no ill consequence attended it; though we find the pilots in general ignorant of the passage. On the 2d, in the morning, the Alarm and Echo being ordered ahead to lie on the Cayo Sal Bank, the former made the signal for seeing five sail on the N. W. quarter. They both chased, with other ships, and about two in the afternoon, Captain Alms, in the Alarm, came up with and engaged the Thetis, a Spanish frigate, of 22 guns, and 180 men; and the Phoenix store-ship, armed for war, of 18 guns, and seventy-five men; and in three-quarters of an hour both struck to her. The Thetis had ten men killed and fourteen wounded; the Alarm had seven men killed and ten wounded. A brigantine and two

schooners were at first in company with them, one of the latter escaped ; they were bound for Sagoa in the Straits, for timber for the use of the ships at the Havannah, from whence they had sailed twelve days before. During all the passage through the Old Straits of Bahama, we had fine weather, and little current ; and on the 5th, in the evening, got clear through, and saw the Metances. On the 6th, in the morning brought to, about five leagues to the eastward of the Havannah, to issue out directions to the Captains of the fleet and Masters of the transports, with regard to landing the army, and having appointed the Hon. Com. Keppel to conduct that part of the service, leaving with him six ships of the line, and some frigates, and having manned the flat-bottomed boats from the fleet, I bore away at two o'clock in the afternoon, with thirteen ships of the line, two frigates, the bomb vessels, and thirty-six sail of victuallers and store-ships, and run down off the harbour, where I saw twelve Spanish ships of the line, and several merchant ships. Next morning I embarked the marines in the boats, and made a feint of landing about four miles to the westward of the Havannah. About the same time the Earl of Albermarle landed with the whole army without opposition, between the rivers Boca Noa and Coximar, about six miles to the eastward of the Moro ; but there appearing a body of men near the shore, Mr. Keppel ordered the Mercury and Bonetta sloop in shore to scour the beach and woods ; and a more considerable body of men appearing afterwards, as if they intended to oppose the Earl of Albermarle in passing Coximar river, the Commodore ordered Captain Harvey, in the Dragon, to run in and batter the castle, which, in a short time, he silenced, and the army passed over unmolested.

The 8th, I sent two frigates in shore, to sound from as near the Punta fort as they could, down along the west shore, they found anchoring ground for three leagues down the coast, from twenty to five fathoms water, and easy landing for any number of men. This afternoon the enemy sunk one of their large ships of war in the entrance of the harbour, and another early next morning. The Earl of Albermarle having acquainted me that the Cavanois (or hill above the Moro), would be soon attacked, and to facilitate the measure, desired me to make a diversion on this side ; accordingly, the 10th in the evening, I ordered Captain Knight, in the Belleisle, to go in and batter the castle of Chorea, and sent the Cerberus, Mercury, Bonetta, and Lurcher with her, to keep firing in the woods in the night, and embarked all the marines in the boats. The next forenoon the enemy quitted the fort, and at one o'clock Colonel Carleton (Quarter-Master General), attacked the Cavanois, and soon made the enemy retreat down the hill, with little loss on our side. I ordered three

bomb vessels to anchor this night, to throw shells into the town, which they accordingly performed, under cover of the Edgar, Stirling Castle, and Echo.

On the 12th, a third ship being sunk in the entrance of the harbour's mouth, which entirely blocked it up, I ordered four ships of the line to continue cruising in the offing, and anchored with the rest off Chorea river, about four miles from the Havannah, which affords us plenty of good water and wood.

Having found it necessary to order 800 marines to be formed into two battalions, commanded by the Majors Cambell and Collins, Lord Albermarle signified his request that they might be landed, and encamped on this side; at the same time his Lordship ordered a detachment of 1200 men over, under the command of Colonel Howe; accordingly, they were landed on the 15th, and have proved very serviceable.

Commodore Keppel remains on the east side, at anchor off Coximar river, with such ships of war and transports as we find necessary; where he constantly keeps a number of seamen on shore, which the Earl of Albermarle thinks it necessary to assist the army in landing their cannon and ordnance stores of all kinds, or manning batteries, making fascines, and supplying the army with water from this side, there being no water nor wells on the Cavanois, as the weather has been for the greatest part very dry. We have landed cannon that have been desired, of different calibres, from the ships of war, two mortars from the Thunder bomb on the east side, and two from the Grenado on this side, with old cables made up for erecting defences, and old canvas for making sand bags, with ammunition and every other assistance in our power, and the utmost cordiality and harmony subsists between the two corps.

On the 20th, the bomb batteries began to play against the Moro; but the want of earth retarded our batteries of cannon from being ready till the 1st of this month, when it was thought that three large ships would prove serviceable to be placed against the N. E. part of the Moro. I therefore ordered for that service the Dragon, Marlborough, and Cambridge, Captain Hervey having readily offered to command the attack, and made very judicious dispositions in placing the three ships. The Stirling Castle was ordered to lead until the first ship was properly placed, and then to have made sail off; but Capt. Campbell not having performed that service agreeable to the orders he received from Captain Hervey, he has complained of him, and desired his conduct may be inquired into, which shall be done as soon as the present affairs will permit.

As the ships were to move from the eastward, where Mr. Keppel is stationed (who, in justice to him, I am glad to say, executes the duty



duty entrusted to him with an activity, judgment, and diligence, no man can surpass), I directed him to superintend the attack, and to give Captain Hervey his orders to proceed when he saw it convenient. Accordingly the ships were ordered to weigh the evening of the 30th of June, and next morning went down (Captain Hervey having the signal out for the line), the Cambridge, Dragon, and Marlborough, and were placed as well and as near as their stations would admit of, against a fortress so high as the Moro, with an intention to dismount the guns, as well as beat down the wall. They began to cannonade about eight o'clock; and, after keeping a constant fire until two in the afternoon, the Cambridge was so much damaged in her hull, masts, yards, sails, and rigging, with the loss of so many men killed and wounded, that it was thought proper to order her off, and soon after the Dragon, which had likewise suffered in loss of men, and damage in her hull; and it being found that the Marlborough, Captain Burnett, could be of no longer service, she was ordered off likewise. The number of killed and wounded are as follows:—

|                | <i>Killed.</i> | <i>Wounded.</i> |
|----------------|----------------|-----------------|
| Dragon, -      | 16             | 37              |
| Cambridge, -   | 24             | 95              |
| Marlborough, - | 2              | 8               |

The Dragon, on the water's falling, had touched aground, and was forced to stave her water casks to lighten her, but has received no damage as can be perceived from it. The Captains behaved becoming gallant Officers, as they expressed great satisfaction in the behaviour of the Officers and men under their command; and we have to regret the loss of Captain Goostrey, who, though killed soon after the Cambridge brought up, carried her down with the greatest calmness and spirit. Captain Lindsay, of the Trent, supplied his place during the remainder of the action, and approved himself a brave man. I offered him the command of that ship, or of the Temple, or Devonshire, the former being vacant by the death of Captain Legge, and the latter by Captain Marshall's going into the Cambridge.

The Earl of Albermarle signified to me the ships had done incomparably well, having drawn much fire from our batteries, by which means they had an opportunity of dismounting some of the Moro's guns that played against them.

The Defiance and Hampton Court being ordered to cruise between Port Mariel and the Bay of Honda, in going down saw two sail at anchor off Port Mariel harbour, which Captain Mackenzie, of the Defiance, brought out after some firing had passed. All but twenty men had left them. They were the Venganza frigate, of 26 guns, and the Marte, of 18 guns, which had been out on a cruise. I sent the Sutherland, Cerberus, and Lurcher, to cruise off the Matances,

and reconnoitre the Bay; and the Richmond and Alarm to cruise off the Capes of St. Antonio and Correistes. They took a schooner on the 22d of last month off the west end of Cuba, loaded with coffee, from Hispaniola, bound to New Orleans. The cruisers are now all returned without any particular intelligence.

The Alcide, Sutherland, Cerberus, and Ferret sloop, have joined the fleet since we have been here. The Centaur sprung her main-mast in heaving down, but Sir James Douglas (who arrived here on the 12th, with the Jamaica fleet), informs me she will soon be here also.

This letter was soon followed by another, announcing the important intelligence of the surrender of the Havannah, with farther particulars respecting the siege.

SIR,

I desire you will acquaint their Lordships that it is with the greatest pleasure I now congratulate them on the great success of his Majesty's arms, in the reduction of the Havannah, with all its dependencies.

The Moro fort was taken by storm the 30th of last month, after a siege of twenty-nine days, during which time the enemy lost above a thousand men, and a brave Officer in Don Lewis de Valasco, Captain of one of their men of war, and Governor in the Moro, mortally wounded in defending the colours, sword in hand, in the storm. And, on the 11th instant, the Governor of the Havannah desired to capitulate for the town, which was granted, the articles agreed to, and signed (a copy of which I enclose), and we were put in possession of the Punta and Land Gate the 14th. With this great and important acquisition to his Majesty, have also fallen twelve large men of war of the line, as per list, three of which were sunk, with a Company's ship, in the entrance of the harbour, nine are fit for sea, and two upon the stocks; a blow that I hope will prove more capital to the enemy, as they receive it so early in the war, and I may venture to say, will leave all their settlements in this part of the world exposed to any attempts that may be thought proper to be made on them. But however trivial, with the possession of the Havannah, it may appear, yet I cannot help mentioning the discovery and possessing the harbour of Mariel, about seven leagues to the leeward of this, and which we had made ourselves masters of, though the enemy had endeavoured to hinder it, by sinking ships in the entrance, and we had lately sent near 100 transports, with some men of war there, for security against the season, in which we are already advanced.

"It will be needless, as almost impossible, for me to express or describe that perfect harmony that has uninterruptedly subsisted between the fleet and army, from our first setting out. Indeed it is

doing injustice to both to mention them as two corps, since each has endeavoured, with the most constant and chearful emulation, to render it but one, uniting in the same principles of honour and glory for their king and country's service. I am glad, on this occasion, to do justice to the distinguished merit of Commodore Keppel, who executed the service under his direction, on the Coximar side, with the greatest spirit, activity, and diligence; and I must repeat, that the zeal his Majesty's Sea Officers and seamen exerted, in carrying on the services allotted to them, is highly to be commended.

I shall now beg leave to refer their Lordships to Captain Hervey for all further particulars, who I send with this letter, and who has approved himself a brave and deserving Officer in this expedition, and therefore think myself obliged to recommend him to his Majesty.

I am, Sir, &c.

G. POCOCK.

*A List of Ships that were in the Harbour of the Havannah.*

| <i>Guns.</i> | <i>Ships.</i>                                                     |
|--------------|-------------------------------------------------------------------|
| 70           | Tiger (El Marquis Real transporte),<br>surrendered with the city, |
| 70           | Reyna, ditto,                                                     |
| 70           | Soverano, ditto,                                                  |
| 70           | Infante, ditto,                                                   |
| 70           | Neptune, sunk,                                                    |
| 70           | Aquilon, surrendered,                                             |
| 64           | Asia, sunk,                                                       |
| 60           | America, surrendered with the city,                               |
| 60           | Europa, sunk,                                                     |
| 60           | Conquistador, surrendered,                                        |
| 60           | San Genaro, ditto,                                                |
| 60           | San Antonio, ditto.                                               |

Without violating the articles of capitulation, which secured to the inhabitants their private property, the conquerors found a booty computed at near three millions sterling, in silver and valuable merchandize, belonging to the King of Spain, besides an immense quantity of arms, artillery, and military stores. The Courts of France and Spain, intimidated by this blow, which laid at the mercy of Britain all their settlements in the West Indies, entered immediately on negotiations for peace, which they obtained on easier terms than the great success of the British arms in every quarter of the globe might seem to justify.



Sir George Pocock on his return home received the thanks of both Houses of Parliament, of the city of London, and other public bodies, for his distinguished services, but never accepted of any subsequent command, and in the year 1766 totally retired to private life. Of the motives which induced Sir George to adopt this line of conduct, it is nearly impossible at this period to speak with any degree of correctness. The most probable cause that has been assigned is, that he took offence at the appointment of Sir Charles Saunders, a junior Admiral, to the high situation of First Lord of the Admiralty \*, to which he thought himself and other Admirals had preferable claims, and immediately afterwards resigned his rank as Admiral of the Blue.

During the remainder of his life, Sir George continued in honourable retirement, and died at his house in Curzon-street, May Fair, on the 3d of April 1792, at the advanced age of eighty seven. In private life a more amiable and exalted character never existed, and as an Officer few men will stand higher in the annals of the British Navy. In a periodical publication at the time of his decease, the following very honourable mention is made of him —“ He was respected by his enemies abroad, esteemed and beloved by his Officers, and adored by all the sailors. His private virtues were adequate to his public renown. He was an excellent father, a benevolent brother, and an affectionate relation to all his family. He had a dignified modesty which made him never conscious of his own merits, and his generous humanity was a blessing to the poor. Every one who knew him will testify the truth of these assertions, and will lament the death of so great and good a man.”

The remains of Sir George Pocock were interred in the family vault at Twickenham, near those of his lady, by whom he left one son, George Pocock, Esq. F. R. S. ; and one daughter, married to the present Earl Powlet, when Lord Hinton.

\* Vide page 14.

SKETCH IN ADDITION TO THE  
MEMOIRS OF SIR THOMAS GRAVES, K. B. \*

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While heap'd the Victor's feet around,  
Prostrate warriors gnaw the ground;  
Where his glowing eye-balls turn  
Thousand bandiers round him burn.

MR. EDITOR,

I TAKE the liberty to send you a few remarks to supply in part what your able Biographer (p. 369) regrets the want of; that is an idea of the gallant and heroic Officer Sir Thomas Graves during the interval of his public services.

At the time alluded to, Sir Thomas lived for several years near Honiton in Devonshire, on an estate which his knowledge of, and attention to agriculture, rendered a pattern to his neighbours.

Here also he cultivated all those vegetables, on a large scale, which are so salutary to health, and so useful to the poor; to whom they were offered at reduced prices during a time of uncommon scarcity in the year 1795.

Acting in the Commission of the Peace, he became essentially beneficial to the neighbourhood, and was ever alert in promoting acts of public utility.

With Mrs. Graves, and his amiable daughter (a young lady of extensive talents), he enjoyed a select society of literary friends; but with a heart panting for his darling element, and an ardent zeal to be called forth in his country's cause.

His lady (who was a Miss Bacon), died at Woodbine Hill, near Honiton, a few years since, and as a tribute to her memory, he has, in the back ground of a whole length portrait by that eminent artist Northcote, introduced an emblem expressive of his regard:—

And scatter'd o'er her pictur'd urn,  
Words that weep, and tears that speak.

An engraving from this portrait, on a large size, will soon be published.

\* See page 333.

This country is at present at an eventful crisis, and, perhaps, at no period have we had more cause for vigilance, for firmness, for integrity, for high and distinguished professional talents, to guard and secure us from the gigantic strides of Ambition.

Should necessity arise, such gallant Commanders as our Admiral and his brothers, when called upon, will "grasp the dangerous honour," acquire fresh laurels themselves, and add renewed lustre to the glory of their country's arms.

When Sir Thomas Graves, in 1800, stated to Lord Spencer the services and claims of himself and his family, he did it with the firmness and spirit of a man, who felt an active interest in his country's welfare; and that interview will, no doubt, long be impressed on the mind of that noble Lord, who appointed him immediately to a command.

On board, Sir Thomas is a firm disciplinarian, but his conduct ever engaged the affection and confidence of his crew.

The following Song on the victory in which Sir Thomas Graves had so conspicuous a part, has not been published, it may not be unacceptable in this place.

#### THE DANISH VICTORY.

*Tune*—NELSON'S VICTORY.

**H**ARK, hark! the thundering cannons roar,  
Thro' Heaven's high vault rebound,  
The Swedes and Danes in vain implore,  
For NELSON's in the Sound.  
Of India's Saviour, NELSON bold,  
Blest guardian of our Isles,  
Once more the Victor's tale is told,  
Once more Britannia smiles.

Rule Britannia.

Their batteries burnt, their line is broke,  
Our seamen joyful shout;  
England has once more aim'd the stroke,  
Our foes are put to rout.

Of India's, &c.

Thus do we boast emporium still  
O'er Neptune's liquid plain,  
'Twas PARKER's, NELSON's, GRAVES's skill,  
Gave empire o'er the main.

Of India's, &c.



## SHIPWRECK OF LES DROITS DE L'HOMME.

---

NARRATIVE of the dreadful Shipwreck of LES DROITS DE L'HOMME, a French Ship, of 74 guns, driven on Shore on the 14th of January 1797, after a severe Action with the INDEFATIGABLE and AMAZON Frigates, under the Command of Sir EDWARD PELLEW and Captain REYNOLDS. By ELIAS PIPON, Lieut. 63d Reg.

ON the 5th of January 1797, returning home on leave of absence for the recovery of my health, from the West Indies, in the Cumberland letter of marque, saw a large man of war off the coast of Ireland, being then within four leagues of the mouth of the river Shannon. She hoisted English colours and decoyed us within gunshot, when she substituted the tri-coloured flag, and took us. She proved to be Les Droits de L'Homme, of 74 guns, commanded by *ci-devant* Baron, now Citoyen La Crosse, and had separated from a fleet of men of war, on board of which were 20,000 troops intended to invade Ireland; on board of this ship was General Humbert, who afterwards effected a descent in Ireland, with 900 troops, and 600 seamen\*. On the 7th of January went into Bantry Bay to see if any of the squadron was still there, and on finding none, the ship proceeded to the southward; nothing extraordinary occurred until the evening of the 13th, when two men of war hove in sight, which proved afterwards to be the Indefatigable and Amazon frigates. It is rather remarkable that the Captain of the ship should inform me that the squadron which was going to engage him, was Sir Edward Pellew's, and declared, as was afterwards proved by the issue, "that he would not yield to any two English frigates, but would sooner sink his ship with every soul on board;" the ship was cleared for action, and we English prisoners, consisting of three Infantry Officers, two Captains of merchantmen, two women, and forty eight seamen and soldiers, were conducted down to the cable-tier, at the foot of the fore-mast.

The action began with opening the lower-deck ports, which, however, were soon shut again, on account of the great sea (I must here observe that this ship was built on a new construction, considerably longer than men of war of her rate, and her lower-deck, on which she mounted thirty-two pounders, French, equal to forty pounders English, was two feet and a half lower than usual), which occasioned

\* Sir Edward Pellew has told me since, that the official account from France, on which he has received head-money, amounted to 1750 souls, at the time of the shipwreck.

the water to rush in to that degree, that we felt it running on the cables. The situation of the ship before she struck on the rocks, has been fully elucidated by Sir Edward Pellew, in his letter of the 17th of January 1797, to Mr. Nepean \* ; the awful task is left for me to relate what ensued.

\* To make this Narrative better understood, we subjoin Sir Edward Pellew's letter to the Secretary of the Admiralty, dated January 17, 1797.

" I have the honour to make known to you, for the information of the Lords Commissioners of the Admiralty, that on Friday last, the 13th instant, at half past noon, in latitude 47 deg. 30 min. N. Ushant bearing N. E. fifty leagues, we discovered a large ship in the N. W. quarter, steering under easy sail for France; the wind was then at west blowing hard, with thick hazy weather. I instantly made the signal to the Amazon for a general chase, and followed it by the signal that the chase was an enemy. At four P. M. the Indefatigable had gained sufficiently on the chase for me to distinguish very clearly, that she had two tier of guns, with her lower-deck ports shut, and that she had no poop.

" At fifteen minutes before six we brought the enemy to close action, which continued to be well supported on both sides near an hour, when we unavoidably shot ahead; at this moment the Amazon appeared astern, and gallantly supplied our place; but the eagerness of Captain Reynolds to second his friend had brought him up under a press of sail, and, after a well supported and close fire for a little time, he also unavoidably shot ahead. The enemy, who had nearly effected running me on board, appeared to be much larger than the Indefatigable, and from her very heavy fire of musquetry, I believe was full of men. This fire was continued until the end of the action with great vivacity, although she frequently defended both sides of the ship at the same time.

" As soon as we had replaced some necessary rigging, and the Amazon had reduced her sail, we commenced a second attack, placing ourselves, after some raking broadsides, upon each quarter; and this attack, often within pistol-shot, was by both ships unremitting for above five hours; we then sheered off to secure our masts. It would be needless to relate to their Lordships, every effort that we made in an attack that commenced at a quarter before six P. M. and did not cease, excepting at intervals, until half past four A. M. I believe ten hours of more severe fatigue was scarcely ever experienced; the sea was high; the people on the main-deck up to their middles in water; some guns broke their breechings four times over, some drew the ring-bolts from the sides, and many of them were repeatedly drawn immediately after loading; all our masts were much wounded, the main top-mast completely unrigged, and saved only by uncommon alacrity.

" At about twenty minutes past four, the moon opening rather brighter than before, showed to Lieutenant George Bell, who was watchfully looking out on the forecastle, a glimpse of the land; he had scarcely reached me to report it, when we saw the breakers. We were then close under the enemy's star-board bow, and the Amazon as near her on the larboard; not an instant could be lost, and every life depended upon the prompt execution of my orders; and here it is with heartfelt pleasure I acknowledge the full value of my Officers and ship's company, who with incredible alacrity hauled the tacks on board, and made sail to the southward. The land could not be ascertained, but we took it to be Ushant, and in the Bay of Brest, crippled as we were, I had no parti-

At about four in the morning, a dreadful convulsion at the foot of the fore-mast, aroused us from a state of anxiety for our fate, to the idea that the ship was sinking ! It was the fore-mast that fell over the side ; in about a quarter of an hour an awful mandate from above was re-echoed from all parts of the ship, "*Pauvres Anglais ! pauvres Anglais ! Montes bien vite, nous sommes tous perdues !*" Every one rather flew than climbed up. Though scarcely able before to move, from sickness, I now found an energetic strength in all my frame, and soon gained the upper-deck, but oh, what a sight ! dead, wounded, and living, intermingled in a state too shocking to describe : not a mast standing, a dreadful loom of the land, and breakers all around us. The Indefatigable, on the starboard quarter, appeared standing off in a most tremendous sea, from the Penmark Rocks, which threatened her with instant destruction. To the great humanity of her Commander those few persons who survived the ship-

cular fears, but before day we again saw breakers on the lee bow ; the ship was instantly wore to the northward ; and being satisfied that the land we had before seen was not Ushant, the lingering approach of day-light was most anxiously looked for by all, and soon after it opened, seeing the land very close ahead, we again wore to the southward in twenty fathoms water, and a few minutes after discovered the enemy, who had so bravely defended herself, laying on her broadside, and a tremendous surf beating over her. The miserable fate of her brave but unhappy crew, was perhaps the more sincerely lamented by us, from the apprehension of suffering a similar misfortune. We passed her within a mile, in a very bad condition, having at that time four feet water in our hold, a great sea, and the wind dead on shore, but we had ascertained, beyond a doubt, our situation to be that of Hodiern Bay, and that our fate depended upon the possible chance of weathering the Penmark Rocks. Exhausted as we were with fatigue, every exertion was made, and every inch of canvas set that could be carried, and at eleven A. M. we made the breakers, and by the blessing of God, weathered the Penmark Rocks about half a mile.

"The Amazon had hauled her wind to the northward, when we stood to the southward ; her condition, I think, was better than ours, and I knew that her activity and exertions were fully equal to any that could be effected under similar circumstances ; the judgment with which she was managed during so long an action, and the gallantry of her attacks, could not but merit the highest commendation, and to the heart of a friend it was peculiarly gratifying. I have full as much reason to speak highly of my own Officers and men, to whom I owe infinite obligations. The Lieutenants Thompson, Norway, and Bell, Lieutenants O'Connor and Wilson, of the marines, and Mr. Thompson, the Master, have abundant claims upon my gratitude, as well as every inferior Officer in the ship. The sufferings of the Amazon are unknown to me ; and I am singularly happy to say that my own are inconsiderable. The First Lieutenant Mr. Thompson, a brave and worthy Officer, is the only one of that description wounded, with eighteen men, twelve of which number have wounds of no serious consequence, consisting chiefly of violent contusions from splinters.

I am, &c.

(Signed)

EDWARD PELLEW."



wreck, were indebted for their lives, for had another broadside been fired, the commanding situation of the *Indefatigable* must have swept off at least a thousand men. On the larboard side, was seen the *Amazon*, within two miles, just struck on the shore—our own fate drew near. The ship struck, and immediately sunk! shrieks, horror, and dismay were heard from all quarters, whilst the merciless waves tore from the wreck many early victims. Day light appeared, and we beheld the shore lined with people who could render us no assistance. At low water, rafts were constructed, and the boats got in readiness to be hoisted out. The dusk arrived, and an awful night ensued. The dawn of the second day brought with it still severer miseries than the first, for the wants of nature could hardly be endured any longer, having been already near thirty hours without any means of subsistence, and no possibility of procuring them. At low water a small boat was hoisted out, and an English Captain and eight sailors succeeded in getting to the shore. Elated at the success of these men, all thought their deliverance at hand, and many launched out on their rafts, but ah! death soon ended their hopes.

Another night renewed our afflictions. The morn of the third day, fraught with greater evils than ever, appeared; our continued sufferings made us exert the last effort, and we English prisoners, tried every means to save as many fellow-creatures as laid in our power. Larger rafts were constructed, and the largest boat was got over the side. The first consideration was to lay the surviving wounded, the women, and helpless men, in the boat, but the idea of equality, so fatally promulgated among the French, lost them all subordination, and nearly one hundred and twenty jumped into the boat, in defiance of their Officers, and sunk it. The most dreadful sea that I ever saw, seemed at that fatal moment to add to the calamity, nothing of the boat was seen for a quarter of an hour, when the bodies floated in all directions; then appeared, in all the horrors of sight, the wreck, the shores, the dying, and the drowned! *Indefatigable* in acts of humanity, an Adjutant-General (*Renier*) launched himself into the sea, to obtain succours from the shore, and was drowned in the attempt.

Already near one-half of the people had perished, when the fourth night renewed in its horrors, all our miseries. Weak, distracted, and wanting every thing, we envied the fate of those whose lifeless corpses no longer wanted sustenance. The sense of hunger was already lost, but a parching thirst consumed our vitals. Recourse was had to urine and salt water, which only increased the want; half a hogshead of vinegar indeed floated up, and each had half a wine glass, which gave a momentary relief, yet soon left us again in the same state of dreadful thirst. Almost at the last gasp! every one was dying with misery, and the ship, which was now one third shattered away from

the stein, scarcely afforded a grasp to hold by, to the exhausted and helpless survivors.

The fourth day brought with it a more serene sky, and the sea seemed to subside, but to behold from fore to aft, the dying in all directions, was a sight too shocking for the feeling mind to endure. Almost lost to a sense of humanity, we no longer looked with pity on those who were the speedy forerunners of our own fate, and a consultation took place, to sacrifice some one to be food for the remainder. The die was going to be cast, when the welcome sight of a man of war brig renewed our hopes. A cutter speedily followed, and both anchored at a short distance from the wreck. They then sent their boats to us, and by means of large rafts about one hundred and fifty, of near four hundred who attempted it, were saved by the brig that evening. Three hundred and eighty were left to endure another night's misery, when, dreadful to relate, above one-half were found dead next morning.

I was saved at about ten o'clock on the morning of the 18th, with my two brother Officers, the Captain of the ship, and General Humbert. They treated us with great humanity on board the cutter, by giving us a little weak brandy and water every five or six minutes, after which a bason of good soup. I fell on the locker in a kind of trance for near thirty hours, swelled to that degree, as to require medical aid to restore my decayed faculties. We were taken to Brest almost naked, having lost all our baggage, where they gave us a rough shift of clothes, and in consequence of our sufferings, and the help we afforded in saving many lives, a cartel was fitted out by order of the French Government, to send us home without ransom or exchange. We arrived at Plymouth on the 7th of March following.

To that Providence, whose great workings I have experienced on this most awful trial of human afflictions, be ever offered the tribute of my praise and thanksgivings!

ELIAS PIPON,  
Lieutenant 63d Reg.

Few persons of sensibility, we imagine, can read the above narrative, without feeling some interest for the writer of it, and to such the following particulars cannot be unacceptable. Mr. Pipon is now, and has been for the last seven years, only a Lieutenant in the army, and has been stationed abroad in the West Indies, Malta, &c. on actual service, from his first entering into the profession. If services and hardships entitle a man to advancement, there are not many Officers with fairer claims than Mr. Pipon, or who would do more honour to a patron.

## HINTS FOR IMPROVING THE NAVY.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Bath, October 20, 1802.

IT is possible the enclosed contrivance for securing a Rudder to steer by, after its having been beaten off, has not yet reached the public eye.

I stumbled on it this morning among some old ship papers, and thought (being unfortunately an *idler* on Terra Firma), an hour could not be passed better, than in copying and forwarding it for insertion in the NAVAL CHRONICLE, should you at any time find it not interfere with more useful nautical communication.

It was tried with good effect on board the *Hind*, commanded by the Hon. Captain Cochrane, in the North Sea, just before, or about the commencement of, the late war.

I am, Sir,

Your humble Servant,

A SAILOR.

*P. S.* Perhaps a *middle* hawser would add steadiness and security to the rudder.

A. The quarter-deck scuttled, with a bar across to hang the rudder.

B. Another bar with slings boused tight at the rudder-hole in the gun-room.

The upper hawser was fastened with a *clove-hitch* round the rudder, each end being brought into a port under the half-deck.

The lower hawser was *passed* through both bolts on the cap, and made fast on the opposite side.

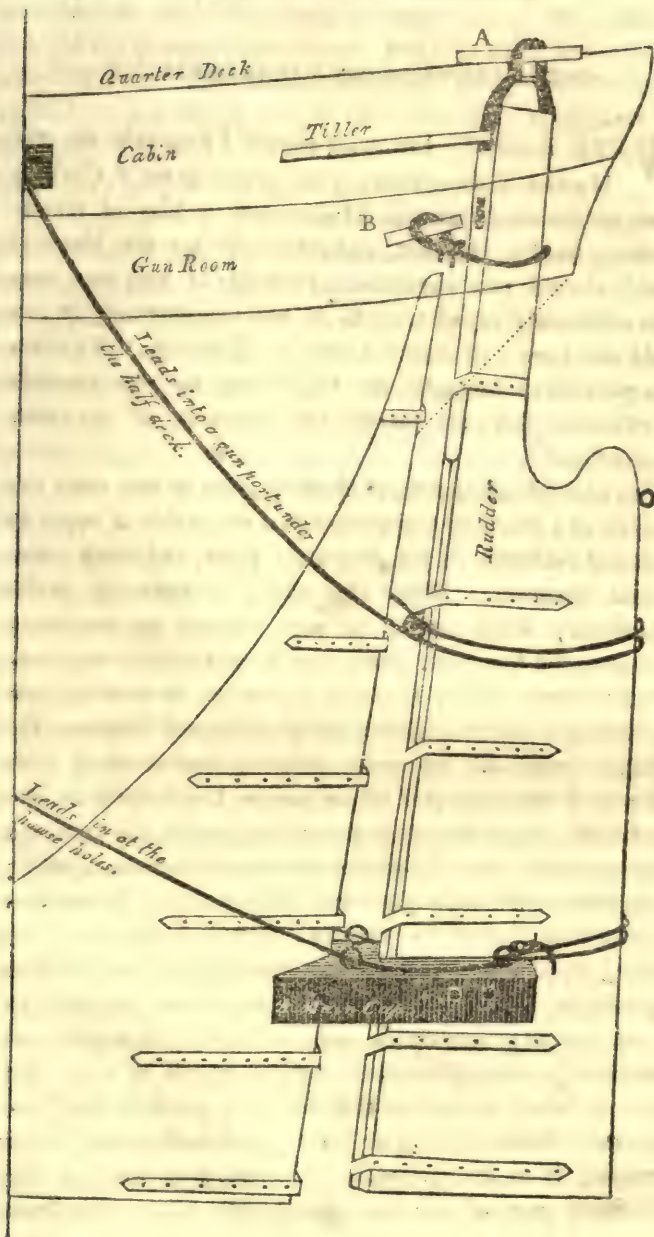
•• Two bolts to secure the cap to the rudder.

The top-most part of the cap was cut to fit the rudder, and the *after* part *jawed* away, so as to work on the stern-post.



The helm could not be put hard over, but the *Hind* frigate *stayed*, and worked very well with it.





## TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

WERE it not for the great respect I entertain for the NAVAL CHRONICLE, your criticism on "Cursory Observations on the several Modes now in Use of manufacturing Cables, Hawser, and other Cordage for Nautical Uses," should pass unnoticed. Probably I may not have been sufficiently explanatory to be well understood, or you could not have run into the error of asserting, "That his (the patentee's) examples are taken from no rope-grounds in existence but are merely the creatures of his own imagination."

The example alluded to, is nothing more or less than the analysis of a strand or component part of a cable or rope, as made and practised in his Majesty's yards, and every rope-ground whatever. When this strand is hove up to its accustomed *hard*, let it be well secured at stationary distances, and then hove back, and it will exhibit what has been described. I can appeal to a number of nautical men who thought an investigation of the difference between the Salvagee mode and the usual one, not unworthy of their notice and attention (for whose names I refer you to the postscript), and before the plates were engraved, the drawings were submitted to the inspection of most of them, and the publication afterwards put into their hands. I can not discover that I have in anywise misrepresented what they so carefully and even tenaciously attended to; and shall at any time be ready to exhibit the same whenever required to do so, by any respectable men whatever. I would not intentionally misrepresent, or subject myself to a merited censure, for all the patents that were ever granted; and have been so far from standing on the *tiptoe* of exclusive right, or exercising it to the prejudice of others, that many of the respectable part of the trade know they might have been

permitted the use of it, saving only the right of my patent ; and if I am to credit the account given by the Commanders and Officers of the Ganges, Phoenix, Lord Walsingham, and others, in the service of the East India Company, I shall leave this stage of existence with the pleasing retrospect that I have not been an unserviceable member of society.

The information you have collected from nautical and professional men, relative to the decline of rope-making from the beginning of the American war, is very correct ; the quantity of cordage manufactured from damaged hemp in the port of London, certainly brought the trade into disrepute ; so much so, that it became necessary to have recourse to Parliament. An Act was accordingly obtained for that purpose, intituled, *An Act for more effectually preventing Deceits and Frauds in the Manufacturing of Cordage for Shipping,* &c. This Act had its origin from the suggestion of your humble servant to many of the respectable part of the trade, who readily co-operated with him, to get the best regulations they could obtain ; from the strenuous opposition that was made to it, and the active part taken in it, drew on me the severest reprehension from its opponents. It would give me much pleasure, Sir, if you would take ocular proof of what I have represented, and see whether the representation is, or is not, the “ mere creature of my own imagination.” I trust you would then perceive that the contrast has been exhibited to prevent a laborious explanation, that might not be clearly or readily understood, and not as a foil to my own *superior system*. Whether I am or am not so fortunate as to obtain a public *eclaircissement*, I shall, nevertheless, continue to read and respect the NAVAL CHRONICLE.

I am, Sir,

Your most humble Servant,

JAMES MITCHELL.

Lincolne, Nov. 23, 1802.

P. S. William Mackintosh, Esq. of Gower street, late a Commander in the East India Company's service.



John Larkins, Esq. of Blackheath, late a Commander in the East India Company's service.

Charles Strover, Esq. of Dalston, ditto, ditto.

Henry Smedley, Esq. of Greenwich, ditto, ditto.

Captain Cuming, of the Castle Eden, East India Company's service.

Captain Sampson, of the Earl St. Vincent, ditto.

Captain Fairfax, of the Hugh Inglis, ditto.

And several others.

## ILLUSTRATIONS OF NAVAL HISTORY.

THE following very curious *Instructions* and *Articles* were drawn up in the reign of Queen Elizabeth, by Robert Earl of Essex, and Charles Lord Howard, Lord High Admiral of England, for the use of, and to be observed by, every Captain and Chief Officer in the Navy; and they were directed to read them twice a week to their ships' companies, when Divine Service was performed. The Articles amount to twenty-nine in number; of these, however, we think it proper only to give the most interesting, and those that are characteristic of the time in which they were produced.

YOU shall forbid swearing, brawling, dicing, and such like disorders, as may breed contentions and disorders in your ships, wherein you shall also avoid's God's displeasure, and win his favour.

Picking and stealing you shall severely punish, and if the fault be great, you shall acquaint us therewith, that martial law may be inflicted upon the offenders.

You shall take great care to preserve your victuals, and to observe such orders therein, as you shall receive by particular directions from your Commanders; and that every Captain of each ship receive an account once a week how his victuals are spent, and what remains, that their provision may be lengthened by adding more men to a mess in time.

All persons whatsoever, within your ship, shall come to the ordinary services of the ship, without contradiction.

You shall give special charge for avoiding the danger of fire, and that no candle be carried in your ship without a lanthorn; which, if any person shall disobey, you shall severely punish. And if any chance of fire, or other danger (which God forbid), should happen

to any ship near unto you, then you shall, by your boats, and all other your best means, seek to help and relieve her.

Your powder you shall carefully preserve, from spoil and waste, without which we cannot undertake any great service.

You shall give order, that your ship-way be kept clean daily, and sometimes washed, which (with God's favour), shall preserve from sickness, and avoid many other inconveniences.

You shall give order and especial charge, that your top masts be favoured, and the head of your masts, and that you have care not to bear too high sail. when your ships go by the wind, and especially in a head sea, for the spoil of our masts may greatly endanger us, and hinder the enterprises, which otherwise (with God's help), we should perform with safety.

Every Captain and Master of the fleet shall have a special regard, that no contention be found betwixt the mariners and the soldiers; and in time of sickness (if any do happen amongst you), you shall of such good things as are to be had, and are needful for them, distribute unto them in such convenient sort as you may.

No Captain or Master shall suffer any spoil to be made aboard any ship or bark, that shall be taken by them, or any of their companies, upon pain to be displaced of their offices, or some great punishment, according to the offence given; because the rest of the company have interest in every thing that shall be taken. Therefore, the value of every such thing, be it of great or small importance, must especially be regarded and considered of. And whatsoever soldier or mariner, that obeyeth not accordingly, shall be despoiled of that which he hath gotten, and his person extremely punished.

The watch shall be set every night, by eight of the clock, either by trumpet or drum, and singing the Lord's prayer, some of the psalms of David, or clearing the glass. And, after the watch is set, no trumpet or drum shall be heard, or any piece whatsoever shall be shot off, without some great or necessary cause be offered.

You are to take especial care of your watch by night, and that the soldiers do watch as well in harbour as at the seas, one-third part of them every night, and that there be a Captain of the watch appointed, who shall take care that no fire or light be suffered, but only such candles in lanthorns as are allowed to the quarter-masters, or otherwise upon necessity. And that in harbour, a certain number be appointed to keep diligent watch in the forecastle or beak-head of your ships, for fear of cutting of cables, which is a practice much used in hot countries.

In fogs, if any happen, when your ships are becalmed, you shall cause some noise to be made, by drum, by trumpet, by shooting off

a musket or celliver, now and then, or by some other like means, that hearing you to be near, every one may take heed, lest he falls foul of another.

No person whatsoever shall dare strike any Captain, Lieutenant, Master, or other Officer, upon pain of death. And farthermore, whatsoever he be that shall strike any inferior person, he shall receive punishment, be it by death or otherwise.

There shall be no report or talk raised in the fleet, wherein any Officer or gentleman in the same, may be touched in reputation; or matter of importance spoken, without his author, who shall be severely punished, as an evil member amongst us.

### DESCRIPTION OF PLATE CXII.

THE accompanying Engraving, by WELLS, was made from a Drawing by F. GIBSON, Esq. F. A. S. (the gentleman that has before favoured us with Designs and many useful Articles), from a sketch taken on the spot by Captain H. RUDYERD, of the Royal Artillery.

THE Isles of St. Marcou are situated at a small distance from Cape la Hogue, and were taken at an early period of the war by a squadron under the command of Sir Sidney Smith. The largest of the islands does not contain above one acre of land, but it is dangerous of approach, and strongly fortified at the accessible part. In May 1798, Lieutenant Price, who commanded on the islands, acquired much honour by his resolute defence of them against a powerful armament of gun-boats from La Hogue. By the steady and firm resistance of this gallant Officer they were preserved from falling into the hands of the enemy, and the French retired in disgrace to their own coast, after experiencing a defeat, somewhat similar, though in miniature, to the memorable one of the Spanish gun-boats off Gibraltar in the preceding war. For the particulars of the attack we cannot present our readers with a better narrative, than by subjoining the official letter of Lieutenant Price, to the Secretary of the Admiralty, dated Isles St. Marcou, May 9, 1798.

“ SIR,

“ I beg leave to represent to you, for the information of my Lords Commissioners of the Admiralty, that on the 6th instant, observing the enemy forming their gun boats and flats in divisions in the road of La Hogue, I considered it a certain appearance of an attack, and ordered every person to remain under arms to receive them; I at the



same time sent a guard-boat off the mouth of La Hogue to watch their motions. Mr. Moore, Midshipman of the *Eurydice*, who commanded the boat, acquainted me by signal, about twelve P. M. of their approaching us, and soon after we heard them distinctly giving orders to the men; but the night being very dark and calm, we could not see them. At day-break I observed them in a line, drawn abreast of the south-west face of the western redoubt; and, having every man in readiness, I opened a brisk fire of seventeen pieces of cannon on them, when they immediately returned the fire from fifty-two gun-brigs and flats, for two hours and some minutes. The gun-brigs remained to batter within about three or four hundred yards, and the flats rowed up to us with great resolution, until they were within musket-shot, when our guns, loaded with round and grape, or case, for about one hour, cut them up in chips before they could retreat; and our fire on the boats attempting to save those sinking, must have occasioned great slaughter, as they were crowded with soldiers for the purpose of storming us. I conjecture, from the small flat, No. 13, I have towed in, bottom up, having 129 of the second company of the battalion of Boulogne marines on board, that there were six or seven thousand men embarked; and of the fifty-two that began the action, I could discover only forty-three able to retreat. Lieutenant Bourne took every method in his power to assist me, but, from the situation of the attack, the East island was for some time deprived of doing much, but with the shells from the sixty-eight pounders over the length of the west island, but latterly did them great damage, by flanking the north-west face of the west island. I am pleased to acquaint you, that Lieutenant Ensor, who commands the party of marines under my command, behaved, with his men, in a very extraordinary good officer-like manner, having the whole face of the redoubt to attend to. Lieutenant Maughan, with a detachment of twelve marines lent me from the *Adamant*, commanding the two detached guns and a block-house, did great execution; and it is impossible for me to describe the steady good behaviour of Serjeant Henderson, with the nine artillery gunners, marines, and seamen. I am sorry to announce the death of Thomas Hall, private marine, killed; Richard Dunn and Peter Williamson, marines, wounded, and Thomas Banks, seaman, wounded. But considering our receiving the fire of near eighty heavy bow-guns, from thirty-six to eighteen pounders, for upwards of two hours, I look upon our damage as not great. We had four guns dismounted, but I got them fit for service before night. I am, &c.

“CHA. P. PRICE.”

# NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c:

NANTES IN GURGITE VASTO.

## ANECDOTE OF ADMIRAL BLAKE.

WHILE he was lying at Malaga with the English fleet, some of his sailors being on shore, ridiculed the Host, which they met in the street; the priest highly resented this insult to their religion, and irritated the people to revenge themselves by beating the sailors very severely. When they returned on board they complained to the Admiral, who sent a trumpet to the Governor demanding the priest to be sent on board to him. The Governor returned for answer, "that he had no power over the church, and could not send him." Blake sent a second message to say, that he would not enter into the question, who had power to send him, but that if he was not sent within three hours, he would destroy the town. The inhabitants, alarmed at this threat, obliged the Governor to send the priest, who, when he came on board, excused himself to the Admiral, by representing the improper behaviour of the sailors. Blake, with much calmness and composure, told him, "that if he had complained of this outrage, he would have punished them severely, for he would not suffer any of his men to affront the established religion of a place where he touched; but he blamed him for setting on a mob of Spaniards to beat them; that he would have him and the whole world know, that none but an Englishman should chastise an Englishman."

*Inscription to the Memory of Lord AUBREY BEAUCLERK, Captain of the PRINCE FREDERICK, killed at the Attack of the Castle of Boca Chica, March 24, 1740.*

WHILST Britain boasts her empire o'er the deep,

This marble shall compel the brave to weep;

As men, as Britons, and as soldiers mourn,

'Tis dauntless, loyal, virtuous BEAUCLERK'S urn:

Sweet were his manners, as his soul was great,

And ripe his worth, tho' immature his fate,

Each tender grace that joy and love inspires,

Living he mingled with his martial fires;

Dying he bid Britannia's thunder roar,

And Spain still felt him when he breath'd no more.

SINGULAR INSTANCE OF PRESERVATION, PREVIOUS TO THE  
EXPLOSION OF HIS MAJESTY'S SHIP BOYNE, AT SPITHEAD.

WHEN the rapid and dreadful conflagration happened on board his Majesty's ship Boyne, a marine was peaceably sitting in his birth with his wife and son, a boy about twenty months old, just beneath the place where the misfortune began, and finding every effort to escape the flames in the ordinary way ineffectual, the man, with the greatest composure and presence of mind, took from the pens a sheep of the Captain's live stock, and bracing his boy on the animal's fleecy back, dropped them into the sea. "There," said he, "turn to the land, and God go with you." Encouraged by her husband's resolution, his wife leaped into the brine, and the man followed after, supporting his companion above water till the boats got to their assistance, when they were taken up, little worse for the venture. The sheep, with the greatest steadiness, was seen making for the shore, with young *Ben Bowline* riding upon his back like an infant *river god*, to the vast delight of the spectators on shore, who, from the tenderest motives, finding themselves interested in the boy's safety, rushed into the watery element to meet the young navigator, whom they presently *unsheeped*, and succoured with tenderness, till he again fell into the arms of his adventurous parents.

The singularity of this event attached the patronage of a most liberal lady; near Fairy Hill, in the Isle of Wight, who, having prevailed on the mother of the child to leave his future fortune to her guidance, declared in the most friendly manner, "that as the boy had began his naval career on a lamb, she would never leave him till he was able to end it like a lion."

Who knows our little hero's future fate,  
Some noble Hawke may conquer for the state,  
May wield for Britain's good the chast'ning rod,  
And bear the trident like another God.

## NAVIGATION.

WERE it asked, what is the most astonishing instance of human ingenuity? which is the greatest miracle of art? or which of all our inventions are most remote from chance, instinct, or necessity, the principal attributes of natural agency? could we refer to any thing so justly as the wonders of NAVIGATION? A *science* by which we subdue the most boisterous elements, and mould them to the purposes of general utility; walk with safety on the waves of the sea, ride at our ease on the wings of the wind, unite the most distant extremities of the earth, and compass the whole terraqueous globe, without setting a foot on land, by only going out at one point, and coming in at another. Hence a fleet in full sail is one of the *finest* spectacles or exhibitions in the



whole circle of art. Our different ports abound more with sights of this kind, than all the other ports of the world. Nothing indeed strikes a foreigner on approaching the English capital with so much surprise, as the infinite number and variety of vessels which cover the river, like a large wood of old oaks stripped by some hurricane of their branches and foliage. This busy, complicated, and teeming groupe of things, is depicted by the hand of a master in the following numbers :—

On either hand,

Like a long wint'ry forest, groves of masts  
Shot up their spires ; the bellying sheet between  
Possess'd the breezy void, the sooty hulk  
Steer'd sluggish on ; the splendid barge along  
Row'd regular, to harmony ; around,  
The boat, light skimming, stretch'd its oary wings ;  
While deep the various voice of fervid toil  
From bank to bank increas'd, whence ribbed with oak,  
To bear the British thunder black and bold,  
The roaring vessel rush'd into the main.

#### ANECDOTE OF SIR GEORGE ROOKE.

SIR George Rooke, before he was made Admiral, had served as Captain of Marines upon their first establishment, and being quartered upon the coast of Essex, the ague made great havoc amongst his men ; the minister of the village where he lay was so harassed with his duty, that he refused to bury any more of them, without being paid his accustomed fees. The Captain made no words ; but the next that died, he ordered him to be conveyed to the minister's house, and laid upon the table in his great hall ; this greatly embarrassed the poor clergyman, who, in the fullness of his heart, sent the Captain word, “ that if he would cause the dead man to be taken away, he would never more dispute it with him, but would readily bury *him* and his *whole company* for nothing.”

#### ANECDOTE OF A DEY OF ALGIERS.

WHEN Admiral Matthews commanded in the Mediterranean, the Algerines had taken and detained an English ship, he therefore dispatched Mr. Picktree, one of his Lieutenants, as an ambassador to the Dey, to demand the restitution of the vessel, and if he did not comply with this request, to assure him that he would bombard the place. “ Pray Sir,” said the Dey to the Officer, “ if that be the case, what might be the expence to England to do this ? ” “ Why, Sir,” replied the Lieutenant, “ about 50,000l.” “ Well Sir,” says the Dey, “ if that be the case, make my respects to the Admiral, and tell him I will burn the town for half the money.”

## NAVAL LITERATURE.

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*An History of Marine Architecture, &c. &c. &c. By JOHN  
CHARNOCK, Esq.*

(Continued from page 325.)

WITH respect to England, says our author, as well as to other countries, the commencement of the reign of Henry the Seventh forms a new and very distinguished æra in its Naval History. Those civil feuds which had so long distracted the kingdom in the bloody contention between the Houses of York and Lancaster, had prevented not only the Government, but also the people themselves, from making any exertions towards raising their political consequence, either as a commercial state or as a maritime power. Soon, however, as the impediment was removed, their enterprising spirit immediately expanded itself, and the serious attention of a few years only, raised Britain to an equal credit and weight in the naval world with those who had been labouring, with the utmost assiduity, to effect the same purpose, nearly for as many centuries. The invention and use of gunpowder, at least in Europe, was then of no very ancient date; the introduction of cannon into ships was still more recent; and the contrivance of port-holes, the honour of which is attributed to Descharges, a French ship-builder at Brest, in the reign of Louis the Twelfth, did not take place till nearly fifteen years after Henry had ascended the throne. These separate and progressive additions to, or improvements in, the equipment of a ship intended for warlike purposes, rendered very material alterations in its structure, and an enlargement of its dimensions, indispensably necessary. Previous to the commencement of this new system, no distinguishing line of separation existed between those few vessels which had been specially built for the King's service, and such as were used for mercantile purposes, except only, that some of the former were of superior dimensions. The case now became altered; and though, on occasions of particular emergency, it was still found necessary to add, as a reinforcement to the Navy Royal, a number of the largest ships that could be hired, not only from the English merchants, but from the Genoese, the Venetians, and the Hans Towns, the King's ships began to form a distinct and secluded class, and to be kept solely for that service and use they were constructed to answer.

The King was by no means insensible to the great national advantages derived from maritime power. Notwithstanding the

natural parsimony inherent in his disposition, he gave the kindest countenance and most liberal encouragement to all scientific persons of whose abilities he entertained a favourable opinion. Columbus, himself, would have formed one of his naval suite, had it not been for a series of unforeseen accidents, which delayed the arrival of his brother Bartholomew in England, and the extreme perplexity in which the King's affairs were involved about the time when he had an opportunity of opening the business of his commission. Cabot, the celebrated Venetian navigator, was quickly after this very handsomely entertained. Letters patent, dated 1495, were granted to him, by which a certain and extensive share of any country he might discover was secured to himself and his descendants; at the same time permission was allowed him to employ in the undertaking six ships, the burthen of which was restricted to two hundred tons each. The King himself furnished one at his own private expence, a circumstance which proves he was not so penurious, at least in affairs where he conceived the honour and advantage of his realm was concerned, as some persons have endeavoured to represent.

Thus, as was the case with regard to Spain and Portugal, a new field opened itself for the extension of commerce and territory, an enlargement which, as a natural consequence, contributed in a very eminent degree to the general improvement of the English marine.

As the most consequential establishments have gradually risen from the humblest, the lowest, origin, so did that of the British Navy from the commencement of the reign of Henry the Seventh. Though considerably more than one hundred years had elapsed since its first foundation, there do not appear to have been more than six or seven vessels which then immediately belonged to the King, the largest of these was called *Le Grace de Dieu*. When this ship, through age and decay, became unfit for service, a successor was built, to which the same name was transferred. It continued for many years a fashion or custom to transmit, it may be called lineally and hereditarily, the same name to the principal of the King's ships, as it afterwards became the practice, in the reign of King Charles the First, to call it the *Sovereign*. Historians and antiquaries have bestowed uncommon pains in the attempt to investigate the form, and to give to the world an accurate description of the mode used for constructing warlike vessels of the largest class about this time, and at the commencement of the succeeding century. It has been a task of the greatest difficulty, a task in which they have had to contend with a variety of vague accounts, not unfrequently contradicting each other, and in those points where they do agree, always so abstruse as to be nearly unintelligible.



The ingenious lucubrations of inquisitive men have also been in no small degree perplexed, instead of furthered and promoted, by the very few remains now existing of the attempts made by painters to transmit to posterity, what might then be deemed a wonderful and faithful representation of the ships of that time. Painting and drawing, particularly in regard to effect, might be said, with the greatest truth, to be very little understood. Perspective was almost totally unknown, as well as the art of properly shading, or what is called *keeping* the mimic representation of objects, so that they should be the lively, or at least the intelligible, means of conveying a tolerably perfect idea to the person examining them. The Chinese, even at the present day, are nearly as uninformed; and the artist of the fifteenth century, were he to revive, and be employed in painting the most ingenious and secret machine, might probably give his performance publicly to the world, without materially endangering the original inventor's art.

The representation of the *Henry Grace a Dieu*, preserved and transmitted to us by an original drawing in the Pepysian library, at Magdalen College, Cambridge, is completely of the description just stated. The slightest inspection will be sufficient to convince even persons who are totally unacquainted with maritime affairs, that a vessel so constructed could never have been serviceable at sea, as a ship of war, or even safe to the navigators, were the weather otherwise than perfectly calm; but though no small allowance ought to be made for the unskilfulness of the painter in some part of his performance, there is very sufficient collateral evidence to convince us, that several of the most striking peculiarities are far from incorrect.

The vessel we are now speaking of may, without impropriety, be termed *the parent* of the British Navy; and there are many reasons which, without much stretch, or force of imagination, lead us, contrary to the opinion of many very learned and ingenious antiquaries, to suppose the drawing represents the original ship, bearing the name of *Henry Grace a Dieu* \*, built by King Henry the Seventh, and not that of later construction. This celebrated floating structure, the existence of which is recorded in many of the ancient chronicles, cost the King, by report, nearly fourteen thousand pounds; this will be found a very considerable sum, when we recollect the very high value money bore in those days.

\* Called in Stowe's *Annals*, the Great Harry. This ship certainly belongs to the reign of Henry the Seventh, though not launched till a short time after his death. Its name appears to have been afterwards changed to the Sovereign, as it is called by Grafton, but by other Chronicle writers, the Regent.

Mr. Charnock gives us two engravings of the *Henry Grace a Dieu*, both of which represent her as a most unwieldy and cumbersome machine; in the one, the ship is represented as being under sail, with the wind on her quarter; and in the other, she is at anchor.

The invention of port holes for cannon of the largest size \*, continues our author, then mounted on board ships, was, as already observed, extremely recent; and the first use made of the contrivance, was the introduction of a double tier. The same kind of attention was paid to the disposition of them, that has ever since that time been uniformly practised, a circumstance which affords an undeniable proof, that, however improvement is admissible on most occasions, there are some inventions which defy the farther power of human ingenuity, and burst forth, even at their very birth, in all the splendour of consummate perfection. Those guns which appear on the quarter or fore-castle, were either sakers (five-pounders), minions (four-pounders), or falcons (two pounders), all which appear to have been mounted in a very different manner from those on the lower-deck †. Their ports were circular holes, cut through the sides of the vessel, so small as scarcely to admit the guns being traversed in the smallest degree, or fired otherwise than straight forward. This fashion of circular ports prevailed in Britain, and other countries, till after the Revolution; but they were latterly enlarged so as to obviate the principal inconvenience which at first attended the use of them. The same practice was observed with regard to such other small cannon as were intended for the defence of the ship's deck, in case the enemy proved successful in an attempt to board, and for that reason were mounted on the aftermost part of the fore-castle. The two pieces of ordnance, which appear one on each side of the rudder, being meant solely for defence, in case of pursuit from a superior foe, were very properly called the stern-chase; these were of greater calibre and weight than any others in the ship, being either demi-cannon, nearly of the same bore with a modern thirty-two pounder, or cannon petronels, which were twenty-four-pounders.

\* These were whole culverins, carrying an eighteen-pound ball, and demi-culverins, of nearly the same calibre with the modern nine-pounders.

† The minions and sakers on skids, or blocks of wood, hollowed in the middle to receive them. The falcons, when used in ships of the largest dimensions, on stocks, not materially differing from those of the modern swivels.

The masts were five in number \*, a usage which continued in the first rates, without alteration, till nearly the end of the reign of King Charles the First; they were without division, in conformity with those which had been in unimproved use from the earliest ages. This inconvenience it was very soon found indispensably necessary to remedy, by the introduction of separate joints or top-masts, which could be lowered in case of need, an improvement that tended to the safety of the vessel, which might very frequently, but for that prudent precaution, have been much endangered by the violence of the wind. The rigging was simple, and, at first, somewhat inadequate, even to those humble wants of our ancestors, which a comparison with the present state of naval tactics fairly permits us to call them; but the defects were gradually remedied, as experience progressively pointed them out. Of the ornaments it is not necessary to say much, they being immaterial to those grander purposes which that wonderful piece of mechanism, called a ship, was intended to answer; they consisted of a multitude of small flags, disposed almost at random on different parts of the deck, or gunwale, of the vessel, and of one at the head of each mast. The Standard of England was hoisted on that which occupied the centre of the vessel; enormous pendants, or streamers, were added, though an ornament which must have been very often extremely inconvenient. This mode of decoration was evidently borrowed and transferred from the galley, in which class of vessels it has been continued with little or no striking variation, even to the present moment.

The general appearance of the vessel, as given in the original drawing, bears a wonderful resemblance to what we may, without any great stretch of imagination, suppose the master ship-builder to the Emperor of China would construct, if ordered to prepare, as well from his own best experience, as according to his own ideas, a vessel of that given magnitude and force. This is a material, and certainly a much stronger, circumstance towards establishing the fidelity of the painter's representation, than any laboured argument, however ingeniously framed, drawn from indeterminate points, and, generally speaking, mere supposition. The objections raised to the little service a warlike vessel so contrived, could have rendered, are extremely just †. That it would, according to the present idea, have been

\* Four of them upright, forming a right angle, or nearly so, with the keel; and one fixed obliquely, which has, in later times, received the name of the bolt-sprit.

† But it must be remembered, on the other hand, that all cotemporary constructions, which then were dignified with the appellation of ships of war, were



very unsafe for the mariners to have proceeded to sea in, except in very fine weather, we can readily admit ; the reason is too apparent to be overlooked on the most cursory glance of the eye. But that reason is not sufficient to warrant the belief that it never existed. It must have been extremely narrow, and so high built, particularly abaft, in proportion to the length, as to be in danger of oversetting with even a slight shock of the sea, or being compelled to steer otherwise than directly before the wind ; but it must not, at the same time, be forgotten, that the navigators of that time were not prepared for any other course. Their vessels were totally unfurnished with such sails as might have enabled them to haul close upon it, even had the formation of the hulls permitted it ; they had, therefore, nothing to fear from the consequence of the measure, which they were unable to carry into execution. The principles of ship building, and the grand proportions to be observed in all the chief dimensions, had been, as it were traditionally, handed down through a series of years, so that it would have been deemed the height of scepticism to have doubted the propriety of them in any one particular. Like the galleys of ancient Rome, they were extremely long, narrow, and lofty ; very unstable, and, of course, perpetually exposed to a frequency of accidents, which, without our knowledge of the cause, would be now almost incredible ; especially as we know them never to have ventured out of their ports, except in the summer months, and when the wind blew perfectly favourable to their intended course. In short, all maritime powers embraced and adhered nearly to the same principles, notwithstanding they alike experienced the same inconvenience.

The Spanish ship of war, built in the same age, allowing for those trifling peculiarities which distinguish the vessels of one country from those of another, as well as that of every cotemporary maritime power in the universe, bears such a resemblance in the decorations, to that in the Pepysian collection, as may convince all persons, who are

in no better state. In a very memorable naval encounter, which took place between the fleets of England and France, many years after the *Henry Grace a Dieu* was built, it is related, as a very extraordinary circumstance, by M. du Bellay, a French historian, that not fewer than three hundred shot were fired on both sides. Mr. Willet, in his ingenious *Memoir* relative to the British Navy, read before the Society of Antiquaries, London, Feb. 1793, makes the following shrewd remark on this piece of historical information :—" Lord Rodney," says he, " in his memorable engagement in which the *Ville de Paris* was taken, informed me himself, that he fired eleven broadsides from his own ship, which, as she carried ninety-eight guns, was probably almost double the number fired on both sides between these two mighty fleets."

not too fond of indulging doubts of the authenticity and dependance on such kind of proof, that it is not totally incorrect nor much exaggerated. On the rest of the ships which composed the English Royal Navy, at this time, it is needless to make any remark, or to attempt any particular account; they were of force far inferior to that already described, the largest not being of more than three hundred tons burthen, and their numbers extremely limited, so that they amounted to no more than seven or eight vessels, some of which were mere pinnaces. It is well known, as already observed, that previous to the commencement of the reign of King Henry the Eighth, ships were hired occasionally from the Venetians, the Genoese, the Hans Towns, and other trading people; these, with some others, supplied by the Cinque Ports, formed the strength of the English fleet. As soon as the service for which they were hired was performed, they were dismissed.

The progress of the Royal Navy, during the reigns of King Edward the Sixth and Queen Mary, Mr. Charnock informs us, was but slow; and twenty years after the accession of that prudent and sagacious Princess, Queen Elizabeth, its force was so inconsiderable, that the whole Royal Navy of England amounted only to twenty-four vessels of different dimensions, the largest of which was the *Triumph*, of a thousand tons burthen, and the smallest the *George*, of about sixty. In the whole kingdom there were but one hundred and thirty-five vessels, which exceeded the burthen of one hundred tons; and but six hundred and fifty-six that exceeded forty.

But in the ten succeeding years, the maritime strength of England increased prodigiously. The fleet which was collected to oppose the Spanish Armada, amounted to 197 vessels of different descriptions, a force that proved abundantly sufficient for the defence of the country; and the ships employed in mercantile pursuits experienced a proportionate increase in their size and numbers.

*[To be continued.]*

NAVAL CHRONOLOGY: or, *An Historical Summary of Naval and Maritime Events, from the Time of the Romans, to the Treaty of Peace 1802.* By ISAAC SCHOMBERG, Esq. Captain in the Royal Navy.

(Continued from page 226.)

WHEN we took our leave of Captain Schomberg, we promised at an early opportunity to lay before our readers some extracts of transactions of a more recent date, from his valuable and interesting publication. When we come to the American war, Captain Schomberg's narrative grows more diffuse; that, and the late war, occupying two whole volumes, and a part of the first; and at the same time that his subject increases in matter, it increases in interest, in proportion as he approaches nearer to our own times. The events of the American war are recorded with great fidelity and spirit, as may be seen by the following specimen relative to the memorable siege of Gibraltar:—

The Spanish monarch expressed so much joy at the reduction of the island of Minorca, that he appointed the Duc de Crillon Captain General of the Spanish armies; and Don B. Moreno, who commanded the naval expedition, was advanced in rank; these Officers were destined to command his forces against Gibraltar, where the Spaniards and French had collected a most powerful fleet and army. It consisted of upwards of 40,000 land forces, forty-seven sail of the line, besides floating batteries, frigates, and other vessels of war. For the more effectual means of reducing this fortress, the Chevalier D'Arçon, a French engineer of high repute and abilities, made a proposition to the Spanish Court to project floating batteries, that should be constructed on such a principle that they could neither be sunk nor set on fire by shot. The first of these properties was to be acquired by the extraordinary thickness of timber with which their keels and batteries were to be fortified; and which was to render them proof to all danger in that respect, whether from external or internal violence. The second danger was to be opposed by securing the sides of the ships, wherever they were exposed to shot, with a strong wall composed of timber and cork, a long time soaked in water, and including between a large body of wet sand; the whole being of such a thickness and density, that no cannon-ball could penetrate within



two feet of the inner partition. A constant supply of water was to keep the parts exposed to the action of fire always wet; and the cork was to act as a sponge in retaining the moisture.

For this purpose ten large ships, from 600 to 1400 tons burden, were cut down to the state required by the plan; and 200,000 cubic feet of timber, with infinite labour, worked into their construction. To protect them from bombs, and the men at the batteries from grape, or descending shot, a hanging roof was contrived, which was to be worked up and down by springs with ease and at pleasure; the roof was composed of a strong rope-work netting, laid over with a thick covering of wet hides; while its sloping position was calculated to prevent the shells from lodging, and to throw them off into the sea before they could take effect. To render the fire of these batteries the more rapid and instantaneous, the ingenious projector had contrived a kind of match to be placed, so that all the guns on the battery were to go off at the same instant.

But as the red-hot shot from the fortress was what the enemy most dreaded, the nicest part of this plan seems to have been the contrivance for communicating water in every direction to restrain its effect. In imitation of the circulation of the blood, a great variety of pipes and canals perforated all the solid workmanship in such a manner, that a continued succession of water was to be conveyed to every part of the vessels, a number of pumps being adapted to the purpose of an unlimited supply. By this means it was expected that the red-hot shot would operate to the remedy of its own mischief; as the very action of cutting through those pipes would procure its immediate extinction. So that these terrible machines, teeming with every source of outward destruction, seemed in themselves invulnerable, and entirely secure from all danger.

General Elliot having observed that the enemy's works were nearly completed on the land side, and some of them pretty far advanced towards the fortress, resolved to try how far a vigorous cannonade and bombardment, with red-hot balls, carcasses, and shells, might operate to their destruction. Accordingly, at seven o'clock in the morning on the 8th of September, he opened a most tremendous and admirably directed fire, the effect of which far exceeded his expectations; and was supported through the day with the usual unrivalled skill and dexterity of the Artillery Officers. At ten o'clock the Mahon battery, with the one adjoining to it, were observed to be in flames; and by five in the evening they were entirely consumed, together with their gun-carriages, platforms, and magazines, the last of which were bomb proof. A great part of the eastern parallel, and

of the trenches and parapet for musketry, were likewise destroyed. A large battery near the bay was so much damaged by having been repeatedly set on fire, that the enemy were under the necessity of taking down the greater part of it. The loss the combined armies sustained in their endeavours to extinguish the flames, must have been immense, as the troops were exposed to a dreadful and incessant fire from the garrison. This fresh insult irritated the allied Commanders to such a degree, that the next morning at day-break they opened a new battery of sixty four heavy cannon, which, with the artillery from the lines, and sixty mortars, continued to play upon the garrison without intermission the whole day. At the same time seven Spanish ships of the line, and two French, with some frigates and small vessels, got under way from the Orange Grove, and passed along the works under an easy sail, discharging their broadsides, until they had past Europa Point and got into the Mediterranean. The Spanish Admiral then formed his squadron in order of battle, leading himself, and stood in to the attack of the batteries on Europa Point.

The small naval force, by the vast superiority of the enemy, had been for some time rendered entirely inactive. The seamen were, therefore, landed and formed into a brigade, under the command of Captain Roger Curtis, of the Brilliant frigate; General Elliot conferred on him the temporary rank of Brigadier; and entrusted the defence of the batteries at Europa Point to his particular care; a trust which was so ably discharged by himself, and the brave fellows under his command, that they soon compelled the Spanish squadron to retire out of reach of their shot. Two of the line of battle ships were so much disabled, that they were under the necessity of running into Algeiras to repair. The enemy, notwithstanding the rough treatment they had received, made repeated attacks on Europa Point, but scarcely ever approached near enough for the shot to produce much effect.

For several days they were observed to be extremely busy in making the necessary preparations for the grand attack by land and sea. It was said that no less than 1200 pieces of heavy ordnance of various kinds had been accumulated before the place. The quantity of shot, shells, powder, military stores and provisions, were so immense as to exceed all credibility. The gunpowder alone amounted to 83,000 barrels. Above 12,000 French troops reinforced the already enormous army. The Count D'Artois, Duc de Bourbon, and many others of the most distinguished nobility of France were assembled in the allied camp, in order to partake in the glory which was expected to be derived from so illustrious an enterprise, as the reduction of this

fortress. Besides the combined fleet, forty gun-boats with heavy cannon, as many bomb vessels, with each a twelve inch mortar, and five large bomb ketches on the usual construction, were destined to second the powerful efforts of the battering ships; 300 large boats were collected from every part of Spain, which were to be employed in landing the troops so soon as a breach should be made.

About eight o'clock on the morning of the 13th of September, the battering ships lying at the head of the bay, under the command of Rear-Admiral Don Moreno, were observed to be getting under sail, and proceeded to the attack of the garrison. At ten o'clock, the Admiral having taken his station upon the capital of the King's bastion, the other ships extended themselves at moderate distances from the Old to the New Mole, in a line parallel with the rock, at the distance of about 1000 yards, and immediately commenced a heavy cannonade supported by the cannon and mortars from the enemy's lines. The garrison at the same time opened a tremendous fire; the red-hot shot were thrown with such precision, that about two o'clock in the afternoon the smoke was seen to issue from the Admiral, and another ship: and men were perceived pouring water into the holes, endeavouring to extinguish the fire. Their efforts proved ineffectual; by one o'clock in the morning those two ships were in flames, and seven more took fire in succession. Evident marks of confusion appeared among them; and repeated signals of distress were made by throwing up of rockets. The launches, feluccas, and boats of their fleet were observed to be taking the men out of the burning ships, it being impossible to remove them. Captain Curtis availed himself of this favourable opportunity to employ his gun-boats, with which he advanced, and drew them up so as to flank the enemy's battering ships, while they were extremely annoyed by an incessant, heavy, and well directed fire from the garrison. The Spanish boats were so assailed by showers of shot and shells, that they dared no longer to approach, and were compelled to abandon their ships and friends to the flames, or to the mercy of their enemy. Several of the enemy's boats were sunk before they submitted to this necessity; in one of these were fourscore men, who were all drowned excepting an Officer and twelve of them, who floated on the wreck under the walls, and were taken up by the garrison. At day-light two Spanish feluccas, which had not escaped, submitted upon a shot being fired from a gun boat, which killed some of their men. Nothing can exceed the horrors of the scene which now appeared; numbers of men were seen in the midst of the flames, imploring relief; others floating on pieces of timber; even those on board the ships where the fire had made but



little progress, expressed the deepest distress and despair, and were equally urgent in soliciting assistance. The number saved amounted to thirteen Officers, and 344 men, twenty-nine of whom were wounded, and taken from among the slain in the holds of the ships. Upon a moderate estimate it is supposed that the Spaniards lost in their attack by sea, not less than 1500 men. The intrepidity, conduct, and generous humanity of Captain Curtis, and the marine brigade, reflect on them immortal honour; exposed to the most imminent danger, they eagerly boarded the burning ships to rescue from inevitable destruction that enemy to whom they not long before had been opposed. While engaged in this glorious service, one of the largest of the ships blew up, spreading its wreck to a vast extent, by which one of the English gun boats was sunk, and another considerably damaged. A piece of the falling timber struck a hole through the bottom of the barge in which was Captain Curtis; his coxswain was killed, and two of the crew wounded; the rest were saved from perishing by the seamen stuffing their jackets into the hole, which kept her afloat until relieved by other boats. Nine of these battering ships were burnt; the tenth shared the same fate, as it was found impracticable to bring her off. Admiral Don Moreno left his flag flying, and it was consumed with the ship. The loss sustained by the brigade of seamen was only one killed and five wounded; that of the garrison from the 9th of August to the 17th of October, amounted to sixty-five killed, and 400 wounded.

*A list of the combined force of the Enemy in the Bay of Gibraltar on the 13th of September 1782.*

|                                   |   |       |
|-----------------------------------|---|-------|
| Spanish ships of three decks,     | - | 2     |
| Of the line,                      | - | 28    |
| French ships of three decks,      | - | 5     |
| Of the line,                      | - | 9     |
|                                   |   | <hr/> |
|                                   |   | 44    |
| Spanish ships from 50 to 60 guns, |   | 3     |
| Floating battery,                 | - | 1     |
| Bomb ketches,                     | - | 5     |
| Battering ships,                  | - | 10    |
|                                   |   | <hr/> |
| Total,                            |   | 63    |

Besides frigates, xebecs, gun and mortar boats, and other smaller cruisers.

*A list of the Squadron of Battering Ships burnt before Gibraltar on the  
14th of September 1782.*

| <i>Ships.</i>               | <i>Guns<br/>in use.</i> | <i>Guns<br/>in reserve.</i> |
|-----------------------------|-------------------------|-----------------------------|
| Pastore, Admiral Moreno,    | 21                      | 10                          |
| Paula Prima, Prince Nassau, | 21                      | 10                          |
| Talla Piedra, -             | 21                      | 10                          |
| El Rosario, -               | 19                      | 10                          |
| St. Christoval,             | 18                      | 10                          |
| Principe Carlos,            | 11                      | 4                           |
| Paula, Secunda,             | 9                       | 4                           |
| St. Juan, -                 | 9                       | 4                           |
| St. Anna, -                 | 7                       | 4                           |
| Los Dolores,                | 6                       | 4                           |
|                             | <hr/> 142               | <hr/> 70                    |
|                             | 70                      |                             |
|                             | <hr/>                   |                             |
| Total of guns,              | 212                     |                             |

The complement of men on board of them was thirty-six for each of the guns in use, exclusive of Officers and marines for working the ships.

Of the events of the late war, we have, in the course of our own work, given such copious details, that it would be rather difficult for us to select any thing that should be entirely new to our readers, in that portion of Captain Schomberg's work; and we may be permitted to remark, that in many instances our author has derived no inconsiderable assistance from our labours.

The following extract will show that generosity is as distinguishing a feature of the British nation as valour; and as we think that good deeds ought not to be hid in obscurity, it is our wish to give all the publicity in our power to a statement so honourable to the national character.

*An Account of the Money which has been raised by Voluntary Subscriptions during the late War, for the Benefit of the Wounded Officers, Seamen, Marines, and Soldiers, and for the Widows and Families of such as have been killed in battle.*

| Date.              | For what service.                         | Money raised. |    |    |
|--------------------|-------------------------------------------|---------------|----|----|
|                    |                                           | £.            | s. | d. |
| Feb. 16, 1793.     | { General, at Crown and Anchor, Strand, } | 27,218        | 17 | 7  |
| June 1, 1794.      | Lord Howe's action,                       | 21,281        | 19 | 11 |
| Feb. 14, 1797.     | Earl St. Vincent's ditto,                 | 2,614         | 12 | 4  |
| June 1797.         | Mutiny at the Nore,                       | 7,576         | 2  | 0  |
| Oct. 11, 1797.     | Vis. Duncan's action,                     | 52,609        | 10 | 10 |
| August 1, 1798.    | Lord Nelson's ditto,                      | 38,436        | 8  | 3  |
| Autumn, 1799,      | Expedition to Holland,                    | 17,698        | 4  | 5  |
| April 2, 1801.     | Attack at Copenhagen,                     | 15,587        | 11 | 3  |
| July 5 & 13, 1801. | Sir J. Saumarez's actions,                | 667           | 16 | 0  |
| August, 1801.      | Attack of Boulogne                        | 640           | 0  | 0  |
| October 1801.      | Expedition to Egypt                       | 9,000         | 0  | 0  |
| Total              |                                           | 193,331       | 2  | 7  |

Exclusive of a subscription made by the West India merchants and planters, for the benefit of the families of the seamen, marines, and soldiers, who should either be killed in battle, or fall a sacrifice to the climate.

A most liberal subscription was also made to furnish the troops on the Continent with warm clothing.

Some of the Resolutions entered into by the Committee for the subscription to Lord Duncan's victory, fully evince that no trouble has been spared to discover and relieve, to the greatest extent, such objects, foreigners as well as British, who were entitled to their bounty.

The following are abstracts taken from the said Resolutions, which claim public notice.

" Out of one thousand and forty cases, returned to the Committee as killed or wounded in this gallant engagement, they have happily, with the exception of thirty-six cases \*, found out, and given gratuities or annuities to all the parties, or their families and relatives, exclusively of twenty-two who have lost all claim to gratuities by

\* I have since learnt that several of these have been found out, and relieved by this excellent charity.



desertion, or who were not, upon further inquiries, found to have been wounded.

“Gratuities have been paid either directly to the parties themselves, or to their families; and monies have been frequently lodged in the hands of friends, for their benefit, under the sanction of the Committee, to be paid by instalments, for their relief, or for the apprenticeship of children. In cases of death, attention has been paid, under similar trusts, to the widows, and to the fatherless, or to the relatives of the deceased.

“Annuities have been granted to the families of the killed, or to those who have lost sight or limb, or who have been disabled by wounds from providing for themselves or their families; and care will be taken to secure the annual payment of the same, under certain regulations and certificates, free of all expence, to the parties interested.

“Relief has not been confined to British subjects only; but every attention has been paid to foreigners who were on board the fleet, they having by their services acquired a natural and a national claim, to gratuities for their sufferings in defence of this country.

“A sum has been reserved for the thirty-six cases which the Committee have not been able yet to find out. As most of the cases are those of foreigners, it is intended to advertise them again; and, if claimants are not found within twelve months, to recommend the gratuities, that then may be due to foreigners, to be paid over to the ministers, or heads, of foreign churches, or communities, in London, or to the Consuls of the different nations to which the seamen respectively belong, for the benefit and relief of those foreign and distressed seamen that may frequent our ports in time of peace.

“The Committee, wishing to make some further provision for the children and families of those who were killed or wounded on the 11th of October 1797, beg to recommend a sum to be given to the Merchant-Seamen's Office, to the Marine Society, and to the Naval Asylum, respectively, for the benefit of such children and families as may stand in need of relief from those Institutions.

“The Committee, in discharge of the trust reposed in them, think it their duty briefly to state the amount of Receipts and Disbursements, and to recommend to a General Meeting of Subscribers the appropriation of any eventual balance, and of any unclaimed gratuities, after a certain period, to public institutions and objects ultimately connected with the relief and support of that useful class of men, who have ever formed the great strength and nursery of the Commerce and of the Navy of Great Britain.

*General Statement of the Account.*

## RECEIVED.

|                                                               | £.     | s. | d. |
|---------------------------------------------------------------|--------|----|----|
| Subscription by the Committee in London,                      | 42,162 | 10 | 0  |
| Dividends and profit on sale of Navy and Ex-<br>chequer Bills | 6,897  | 13 | 0  |
|                                                               | <hr/>  |    |    |
|                                                               | 49,060 | 3  | 2  |
| Subscription by the Committee in<br>Scotland                  | 3,324  | 10 | 9  |
| Interest ditto                                                | 224    | 16 | 11 |
|                                                               | <hr/>  |    |    |
|                                                               | 3,549  | 7  | 8  |
| Total                                                         | 52,609 | 10 | 10 |
|                                                               | <hr/>  |    |    |

## DISBURSEMENTS.

|                                                                                                                                                                                                                                                                                  |        |    |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----|---|
| In gratuities and annuities paid, granted, and<br>voted,                                                                                                                                                                                                                         | 49,073 | 15 | 0 |
| Advertisements,                                                                                                                                                                                                                                                                  | 891    | 13 | 0 |
| Postage of letters, printing, stationery, and<br>petty expenses,                                                                                                                                                                                                                 | 266    | 18 | 5 |
| St. Thomas's Hospital, for the reception and<br>care of wounded men,                                                                                                                                                                                                             | 100    | 0  | 0 |
| Committee rooms, secretary, and assistants,<br>for four years,                                                                                                                                                                                                                   | 1,162  | 14 | 7 |
| Voted 100 guineas to J. Bedingfield, Esq.<br>Inspector, Navy Pay-Office, for useful<br>communications; but the acceptance of the<br>same having been declined, this sum has<br>been presented to the Merchants' Seaman's<br>Office, the Marine Society, and the Naval<br>Asylum, | 105    | 0  | 0 |

## RECOMMENDED.

|                                  |        |    |    |
|----------------------------------|--------|----|----|
| To the Merchants' Seamen Office, | 210    | 0  | 0  |
| Marine Society,                  | 210    | 0  | 0  |
| Naval Asylum,                    | 210    | 0  | 0  |
|                                  | <hr/>  |    |    |
|                                  | 52,230 | 1  | 0  |
| Balance in hand,                 | 379    | 9  | 10 |
|                                  | <hr/>  |    |    |
|                                  | 52,609 | 10 | 10 |
|                                  | <hr/>  |    |    |

*Return of killed and wounded.*

From the returns made soon after the action it appears, that

515 had returned upon duty.

16 died of their wounds on board, or in hospitals.

171 were discharged.

22 run away, or were not found to be wounded.

71 were without any specific return, but most of the Officers and seamen have been on duty and relieved.

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795

17 additional returns since received and relieved.

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812 wounded.

228 killed.

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1040 Total.

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Out of the 171 discharged, a great number, that have been relieved, have since been turned over to, or have been found serving on board, different ships of war.

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Poetry.

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THE SAILOR TO HIS MISTRESS IN ABSENCE.

TOST in a troubled sea of griefs, I float  
 Far from the shore in a storm-beaten boat,  
 Where my sad thoughts do, like the compass, show  
 The several points from which cross winds do blow.  
 My heart doth, like the needle, touch'd with love,  
 Still fix'd on you, point which way I would move.  
 You are the bright pole star, which in the dark  
 Of this long absence guides my wand'ring bark.  
 Love is the pilot, but, o'ercome with fear  
 Of your displeasure, dares not homewards steer.  
 My fearful hope hangs on my trembling sail,  
 Nothing is wanting but a gentle gale,  
 Which pleasant breath must blow from your sweet lip,  
 Bid it but move, and, quick as thought, this ship  
 Into your arms, which are my port, will fly,  
 Where it for ever shall at anchor lie.

CAREW.



THE SAILOR TO HIS ANGRY MISTRESS.

O GENTLE Love, do not forsake the guide  
 Of my frail bark, on which the swelling tide  
 Of ruthless pride  
 Doth beat, and threaten wreck from every side,  
 Gulphs of disdain do gape to overwhelm  
 This boat, nigh sunk with grief; whilst at the helm  
 Despair commands,  
 And, round about, the shifting sands  
 Of faithless love, and false inconstancy,  
 With rocks of cruelty,  
 Stop up my passage to the neighbour lands.  
 My sighs have rais'd those winds, whose fury bears  
 My sails o'erboard, and in their place spreads tears;  
 And from my tears  
 This sea is sprung, where nought but death appears  
 A misty cloud of anger hides the light  
 Of my fair star, and every where black night  
 Usurps the place  
 Of those bright rays, which once did me so grace.  
 CAREW.

*The Captain of one of the British Frigates, a Man of undaunted bravery, had a natural Antipathy to a Cat. A Sailor, on Account of his misconduct, had been ordered a Flogging, from which he saved himself by presenting to his Captain the following Petition.*

BY your honour's command,  
 A culprit I stand,  
 An example to all the ship's crew,  
 I am pinion'd and stript,  
 And condemn'd to be whipt,  
 And if I am flogg'd 'tis my due.

A cat I am told,  
 In abhorrence you hold,  
 Your Honour's aversion is mine;  
 If a cat with one tail,  
 Can so make your heart fall,  
 O save me from one that has nine!

## THE ORIGIN OF GROG.

*Written on board the Berwick, a few Days before Admiral PARKER'S  
Engagement with the Dutch Fleet on the 5th of August 1781.*

*By Dr. TROTTER.*

'TIS sung on proud Olympus' hill,  
The Muses bear record,  
Ere half the gods had drank their fill,  
The sacred nectar sour'd.

At Neptune's toast the bumper stood,  
Britannia crown'd the cup ;  
A thousand Nereids from the flood,  
Attend to serve it up.

" This nauseous juice," the Monarch cries,  
" Thou darling child of fame,  
" Tho' it each earthly clime denies,  
" Shall never bathe thy name.

" Ye azure tribes that rule the sea,  
" And rise at my command,  
" Bid VERNON mix a draught for me,  
" To toast his native land."

Swift o'er the waves the Nereids flew,  
Where VERNON's flag appear'd ;  
Around the shores they sung " True Blue,"  
And Britain's hero cheer'd.

A mighty bowl on deck he drew,  
And fill'd it to the brink,  
Such drank the Burford's \* gallant crew,  
And such the gods shall drink.

The sacred robe which VERNON wore †,  
Was drenched within the same ;  
From hence his virtues guard our shore,  
And Grog derives its name.

\* Flag-ship at the taking of Porto Bello.

† Admiral Vernon usually wore a program cloak in bad weather, from which the sailors called him Old Grog ; hence the name, in honour of him, was transferred to the spirit and water, because he was the first Officer who ordered it in this manner on board his Majesty's ships.

To Heaven they bore the pond'rous vase  
 From Porto Bello's spoil,  
 And all Olympia's bumpers blaze,  
 With "Health to Britain's isle."

Gay with a cup Apollo sung,  
 The Muses join'd the strain;  
 Mars cried, "encore," and Vulcan rung,  
 "Let's drink her o'er again."

"Some signal gift," they all exclaim,  
 "And worthy of the skies,  
 "Shall long protect this island's name,  
 "And see her genius rise.

"Henceforth no foes her coasts shall brave,  
 "Her arts and arms shall crown,  
 "Her gallant tars shall rule the wave,  
 "And Freedom be her own."

With three times three the deed was sign'd,  
 And seal'd at Jove's command,  
 The mandate sent on wings of wind,  
 To hail the happy land.

### THE CALM.

FROM DONNE'S POEMS, EDIT. 1669.

OUR storm is past, and that storm's tyrannous rage,  
 A *stupid calm* (but nothing *it*), doth swage.  
 The *fable* is inverted, and far more  
 A *block* afflicts us, than a *stork* before.  
 Storms chafe, and soon wear out themselves, or us;  
 In *calms*, Heaven laughs to see us languish thus.  
 As steady as I could wish my thoughts were,  
 Smooth as thy mistress' glass, or what shines there,  
 The sea is now; and as the isles, which we  
 Seek, when we can move, our ships rooted be.  
 As water did in storms, now pitch runs out;  
 As lead, when a fired church becomes one spout,  
 And all our beauty, and our trim decays,  
 Like Courts removing, or like ending plays.



Earth's hollownesses, which the world's lungs are,  
 Have no more wind than th' upper vault of air.  
 We can nor lost friends, nor sought foes, recover,  
 But meteor-like, save that we move not, hover,  
 Only the calenture together draws  
 Dear friends, which meet (dead) in great fishes' maws;  
 And on the hatches, as on altars, lies  
 Each one, his own priest, and his sacrifice.  
*Who live, that miracle do multiply,*  
 Where walkers in hot ovens do not die.  
 If, in despite of these, we swim, that hath  
 No more refreshing, than a brimstone bath;  
 But from the sea into the ship we turn,  
 Like parboil'd wretches, on the coals to burn.  
 Like Bajazet encag'd, the shepherds' scoff,  
 Or like slack-sinew'd Sampson, his hair off,  
 Languish our ships.

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MOONLIGHT AT SEA.

BY W. HAMILTON REID.

FAR on the boundless void, the wat'ry vast,
 Where skies converging human vision shrouds,
 Where full stretch'd sail, and high erected mast,
 Seems slowly breaking from the parting clouds.

Calm, from some gallant vessel's trophy'd prow,
 Let me enraptur'd feast my grateful eye,
 Where scarce a zephyr curls the flood below,
 And storms fast bound in dreary caverns lie.

Whilst full-rob'd Cynthia, with enamour'd rays,
 O'er all the glassy surface streams afar,
 Whose kindred bosom, pervious to the blaze,
 Reflects a heaven, and every glowing star,

Not less delighted, near the steepy shore,
 Her playful beams on castled cliffs I view,
 And broken rocks the sea beach pending o'er,
 Whose shelving sands their wave-dash'd fragments strew.

Imperial Parliament.

HOUSE OF COMMONS, THURSDAY, DEC. 2, 1802.

SUPPLY.

MR. ALEXANDER brought up the report of the Committee of Supply. On the second reading of the first resolution for granting 50,000 seamen for his Majesty's service for the year 1803.

MR. T. GRENVILLE said, if he conceived the House of Commons placed in its usual situation in discussing subjects of this nature, he should think it his duty to offer only such observations as applied strictly to the matter in question; but seeing that, by the conduct of Ministers, the House was placed in a situation of which he had never known an instance, and which he believed, was without a precedent in the history of Parliament, he could not help imploring the House, from a regard to its own dignity, to indulge him in a larger scope. He begged Gentlemen to consider, that the navy of France was now the navy of Europe; and before they looked upon it with contempt, to consider all the ways in which it may be brought to act upon us. It was not merely so far as it was an acquisition to France, that every part of this increase of ships and ports was to be considered, but as operating doubly against us, inasmuch as, in case of a new war, we were, by means of these acquisitions, excluded from all access to the Continent. Portugal was in a very unsatisfactory state. For the degree of respect which this country had at present for the Court of Lisbon, he would only appeal to the recent insult offered to a British Officer in sight of one of our king's sons, and ask, whether, at any former time, when the Court of Lisbon was free from the influence of France, or, at least, whether it would have been done without altering the amicable disposition between Great Britain and Portugal? He concluded himself warranted in saying, that such an insult would never have been offered to the British flag, unless France had acquired an influence in the Portuguese Government very dangerous to its antient alliance with England. The power of Spain in the Mediterranean was also matter of the most striking consideration. In short, what part of the Continent could we turn our minds to, and say that we had any view of pacific intentions? We had to combine the old views of France on Egypt, with her new views, more dangerous, as they were more steadily fixed on that country. We had, exclusive of her vast schemes for the extension of her commerce, to reflect that it was not long since the Morea was said to be threatened with a French invasion; that even now the Republic of the Seven Islands, from the establishment of which we were taught to expect so much, was likely to be visited by a French force. With regard to the Mediterranean, he begged to impress this plain truth, that in the event of recommencing the war, we would have scarcely a port in which we could take shelter, except Malta, for he reckoned the ports of Naples as absolutely under the dominion of France. If his Majesty's Ministers had thought proper to state why they called for 50,000 men, the House would have been informed what force was in the Mediterranean. It would have known what was to be done with Malta, whether it was to be retained or to be given up, and why? As it was, no Member knew more of the matter than he, who knew nothing. Had

the Right Hon. Gentleman found Russia ready to advance the 50,000l. necessary for the establishment of the independent government of Malta? Had he found that power ready to undertake the guaranty? Whether Malta could be a cause of war? Whether he was to detain it as long as he had a licence to do so? He was himself one of those who wished to retain that important fortress; and he looked upon the conduct of France, since the peace, to be such as to justify the retention of it. It was idle to talk of the independence of Malta. It must be either under the protection of France or of England. There was, therefore, only one prudent or wise alternative, to abandon it for an equivalent, or to retain it. When he looked to the West Indies, he saw nothing there calculated to afford relief. Was there any thing in the situation of Jamaica, notwithstanding the destruction of the French force in St. Domingo, to make us secure of its safety, menaced as it was from that island and from Louisiana? He would not enter into the general justice of retaining all that had not been actually ceded at the time when Martinique was given up, though possibly the conduct of France might bear out a measure even of that extent. That was not now before the House; but there was in fact a strong belief in the public mind, rendered credible by the conduct of France, that Ministers had, at that time, sent out orders to that effect. He looked now to Martinique, and he would ask, if orders such as he described were ever sent out, how it happened that Ministers demanded 50,000 seamen at the precise moment when they had surrendered that island? He came now to the East Indies, and here, as it had happened in many instances, it was necessary to introduce his remarks with the daily news of the aggrandizement of France. There was a plan at present formed for the transfer of Cochin from the Batavian Republic to France; and who was it that did not see that France, actually possessing the Cape as well as Cochin, stood in a most menacing posture in India? Cochin was itself a possession that afforded no trade, but it afforded the means of opening negociations with the country Powers, and it was no doubt with a view to such negociations that France wished the acquisition of it. If any other argument were necessary, to show that this was the design of the French Government, it was only necessary to recur to the papers issuing every day from the French press, relative to our conduct in India. Having taken this general view, he recurred again to the improper conduct of Ministers in not stating to the House the motives on which they moved for 50,000 men. It was strange that the Government had not informed the House whether the country was likely to be at war or at peace. His own sentiments of the danger of the country were such, that he was far from objecting to 50,000 men. He should be glad to hear any reason for diminishing that force, and possibly he might, if the Chancellor of the Exchequer would explain on what grounds he asked for such a force, and to what use it was to be applied. He did not mean to ask the particular distribution of it, or the destination of every part, but the general object, the *animus* by which it was to be guided. Six months since 70,000 men had been voted, not only to close the war account, but with a view to circumstances then existing, and on the presumption that the peace establishment would be no more than 30,000 men. Yet now the same Minister, who proposed to fix the peace establishment at that number, demanded 20,000 more, without offering to show any ground why so large an addition was necessary, or to what or any purpose to which it was to be applied. It was not for the purpose of obtaining greater authority in Europe; nor for the purpose of recommencing the war. If, indeed, it would enable us to

speaking with weight, authority, or effect, that would be a sufficient reason for demanding it. But he would ask, whether there was any hope of advantage in trusting these men for the attainment of these objects, which was not contradicted by the experience of every thing they had done? If he could believe what an Honourable Friend of his (Mr. Fox) said the other night, and heard with so much approbation, that there was no hostile disposition in France, this force was entirely unnecessary. Were they voting 50,000 men to sit there till France came to attack them? It was not his object to oppose the increase. His first object was to rescue the House from the disgrace in which Ministers had involved it by the vote of last night; and he gave notice, that if the House did not compel them to give proper explanations this night, he should in that case, and in that case only, think it his duty to vote for the recommendation of the resolutions to-morrow.

THE CHANCELLOR OF THE EXCHEQUER said, it was not for the menaces of the Hon. Gentleman that he rose to explain. The Hon. Gentleman had complained, that the House had been treated with contempt by the resolution which had been submitted to it last night, and which had been unanimously agreed to. If this was so, the Hon. Gentleman himself was greatly accessory, as he was chargeable with being in his place, without taking one single step to prevent the disgrace and insult with which he was now so sensibly affected. But what the Hon. Gentleman condemned Ministers for, was, that after he and his friends had expressed earnest wishes and confident expectation, that the consideration of the relative state of Europe would suggest to them the propriety of maintaining large military and naval establishments, Ministers had expressed their conviction of the propriety of maintaining such establishments, and that they had acted accordingly; for, in answer to the unfair and untrue charge that had been made on him of reducing the forces of the country, he had to state, that no reduction had taken place, except in the cavalry. Fifty thousand seamen were proposed to the House now, whereas only 45,000 had been voted in 1793, for the first year of the war. Estimates had been submitted for the purpose of providing the force judged necessary under existing circumstances. Notices were not a form absolutely necessary, yet he had on Tuesday given notice of his intention to move next day for fifty thousand seamen for the service of the year 1803. One of the Lords of the Admiralty had moved the sums necessary for the pay and other departments; and he himself looked for such questions as the occasion may suggest, which he came prepared by an attentive consideration of the subject to answer, explain, or otherwise discuss. But no intimation was made by the Honourable Gentleman of a desire to have any explanation as to any one point; none of that indignation which now burst forth with so much violence had then escaped him; nor did he give any indication that he had perceived that want of respect, that disposition to disgrace and insult the House, of which he now complained. He should himself have hoped that the state of Europe, and the relative situation of the country which rendered such a force proper to be kept up, were too well known, and too universally felt to require any particular statement. It would have been to waste the time of the House. Even what had fallen from the Honourable Gentleman and his friends had given room to think, that if they had any difference of wish, it was for an increased force, and not for the reasons on which that which was proposed had been resolved upon. The Honourable Gentleman said, that in 1783, a different course had been pursued; there was then the strongest hope of continued peace, and a vote was passed for 26,000 men. Imme-

diately the army was reduced to 54,000 men, then to 43,000, and then to 17,000 only, and immediately after, 26,000 men were voted for the peace establishment. This he mentioned, not for the purpose of instituting a comparison, but to show that there was no disposition now, more than then, to give way to security and excessive confidence in France. Now 50,000 men were in the service, which it was the object of the motion to continue. No reduction had been made last year, because the House was of opinion, that from the circumstances then existing it would not be wise to make any. In a short time propositions would be submitted to the House for keeping up a much larger force, military as well as naval, than had at any former time been maintained as a peace establishment, and perhaps than many of those Gentlemen who agreed in the propriety of increased establishments had thought on. He was not disposed to shun explanation. He had never shown that implicit confidence in France which some imputed to him: on the contrary, he had always said, that this country could rely on peace only so far as it was connected with security, and that it could expect security only from strength. On this principle it was, that he thought the force now called for necessary, and proper to be kept up, though he could not, in answer to the Honourable Gentleman's question, state the exact proportion between the relative state of this country and 50,000 men. The Honourable Gentleman did not think a less force sufficient; and he himself did not desire a greater. In the circumstances in which we stood, an increased naval force was necessary, in order that vessels may be ready to relieve those in the West Indies, to change ships long at sea for fresh ones, and with that attention to the health of the seamen which distinguished the Board of Admiralty, to prevent them from suffering by too great a length of severe duty, or too much exposure in unhealthy situations. This system was necessary from the situation of Europe, and to afford this country the best and fairest prospect of the continuation of the blessings of peace. The Honourable Gentleman having exhausted all his feelings of resentment against His Majesty's Government, had entered into a minute and able description of the maritime situation of Europe, and observed, with great concern, the friendly disposition of the Court of Russia to favour the views of France. That was a subject on which he himself should wish to be silent, which he thought it unwise to touch upon, and which he owned he was sorry to hear the Honourable Gentleman enter into. The Honourable Gentleman adverted to the convention and the supplementary convention, which, as he observed, were for the discussion of a future day, and therefore not fit to be entered into now. One observation above, which fell from the Honourable Gentleman, could not be passed over: he had stated, that the Noble Lord below (Lord Hawkesbury), in speaking of this convention, had said the victory off Copenhagen had created difficulties in the negotiations. (Here an explanation took place across the table, in which Mr. Grenville denied having imputed to the Noble Lord the use of the word *created*, the word which he had heard his Lordship make use of was produced.) Mr. Addington continued—Even that word his Noble Friend had not made use of. He had merely said, this victory, great and honourable, and glorious as it was, had not destroyed the difficulties with which the negotiation was before encumbered; that notwithstanding the consummate skill and unrivalled bravery displayed with so much effect in the contest which preceded that victory, great difficulties had still followed; and not-

withstanding the death of the Emperor Paul, the operation of which was combined with that of the victory, these difficulties remained. This was the real state of the matter with respect to those difficulties which his Noble Friend had now said that most brilliant victory had tended either to create or to produce. The Honourable Gentleman had observed on the activity which prevailed in Holland, in building and re-building ships, and re-establishing a navy. This was not surprising. Holland had been reduced very low as a naval power, in the course of the late war, and it was quite natural, that she should use every exertion to recover her rank on the seas. Her fleet had been reduced from forty sail to sixteen. He could not view with satisfaction the increase of strength or exertion in any power, likely, at any time, to be at war with this, but, he should feel shame, as well as grief, if that strength and that exertion were accompanied with weakness or relaxation here. No such criminal change had taken place. The Hon. Gentleman had said, the navy of France was the navy of Europe: he was not justified in saying so. The navy of Russia made no part of the navy of France; neither did the navy of Sweden or Denmark: but, agreeing that the navy of France comprises the naval force of Spain and Holland, the navy of England is, at this moment, more than a match for them. The Hon. Gentleman had adverted to an insult offered to the British flag, at Lisbon. His Majesty's Ministers had not hesitated a moment as to the conduct they were to adopt on that occasion. On the conduct of His Majesty's Ministers, he should not say a word; but it was material to know what effect that conduct had produced. The British officers were immediately released; and those, by whom they had been insulted, were thrown into prison. The naval officers were men of quick feelings, and ready to take up the smallest indignity that affected the British flag; but had any complaint been made on this occasion? When the Hon. Gentleman represented the navy of France as so formidable, he had the consolation to reflect that England had a fleet superior not only to any fleet at sea, but to any capable of putting to sea from the combined nations. In the Mediterranean there were ten sail under Sir Richard Bickerton, and notwithstanding the reports originating in fear, or perhaps in a worse motive, as if twenty-seven ships of the line had sailed from Toulon, he had it from the Admiral that there had not been more than five sail in that harbour, and there were still less than that in Carthagea. He was desirous of touching thus much on this point for the purpose of correcting exaggerated statements; he now proceeded to another assertion of the Hon. Gentleman. He had never said that Russia had agreed to guarantee Malta; he said Austria had given its guarantee, but Russia had never been mentioned, except in the article of the treaty that related to this subject. The Hon. Gentleman spoke of the extent of our danger from without, and our means of meeting it. The amount of our danger was this: before the war the French possessed eighty sail of the line, to which twenty one had been added by building and by captures. In 1796 the Spanish fleet amounted to seventy nine sail. The Dutch had thirty-seven sail; to which, at the time of declaring war against them, were to be added three since launched. The result of the operations of the war was, that this force was reduced one third; from above 200 that it was, it was now only 123. The reduction in frigates was still greater, and it was only by building that this force could receive any augmentation, and a very considerable portion of it was unfit for service. Of this remaining force thirty-nine sail belonged to France, seventy to Spain, and sixteen to Holland. With

respect to the force that England had to encounter this fleet, it was as follows: 192 ships of the line, 219 frigates, 129 sloops, and 217 smaller armed vessels, amounting, altogether, to 773, and affording an excess of above sixty ships of the line, over all that may be supposed likely to become our enemies. We had at present a superior force in the East Indies, in the West Indies, in the Mediterranean, and at home; and such were the wise measures taken by the illustrious Lord at the head of the Admiralty, that a fleet of 50 sail would be in readiness for sea in one month. A great part of this force would be ready much sooner; and if exigency required the employment of ships which in times less urgent would be suffered to remain in port for repair, the exertion may be still more expansive and more rapid. He would ask the Honourable Gentleman how, if Ministers had been guilty of that supineness and inertness with which he charged them, such a preparation could be made; he denied the Honourable Gentleman's charge and appealed to the state of the British navy for its refutation. The Honourable Gentleman wished to know what was to be the application of the force, and what the *animus* by which it was to be directed. It was to be used for the great and important purpose of procuring the blessings of peace; but if the honour of the country was wounded or its security endangered; it was to meet the force of the enemy as it had done before, to fight and to conquer as it had done. These were the objects to which this force was to be applied, and this was the *animus* by which its application was to be directed. If the Honourable Gentleman would refer to the number voted every year since 1783, he would see that the application of the principle avowed was as strong in this instance as in any other. If the Honourable Gentleman thought the force established so great as to be adequate to a war establishment, and therefore preferred war, he had the pleasure of keeping his own wishes; for himself he was for peace, and he wished for this re-establishment as the best means of preserving peace, and of placing us in a situation, if war should unhappily recommence, to put forth a larger power than had ever been known, of that naval force which had never been put forth without honour and advantage to the country, and glory to itself. Mr. Addington concluded with apologising for the length of his speech, which, he said, would be unpardonable, if he had not been called up by imputations, which were, like many others urged against him, unfounded, but which he pardoned, if the House would excuse the trouble occasioned by them.

SIR SIDNEY SMITH.—“Sir, I should not have risen to trouble the House with any observations, were it not that the subject particularly interests the profession to which I have the honour to belong. Sir, whatever may be the amount of our naval establishment, I trust the House will think it necessary that our dock yards should be in a complete state—(*hear, hear!*)—I know the benevolence of the Noble Lord at the head of the Admiralty, and that he has distributed large sums from his private purse among artificers who have been discharged from these places. This must have arisen from the country not having furnished means for their relief. I think we should keep up not merely all the men who are now wanted in the dock-yards, but all that may be wanted. This is the way to prevent the dire necessity on their part of going to a foreign power for employment. I do not mean by this to cast any reproach upon this class of men; but surely, when we consider the temptation they may receive from abroad, and that they are unprovided at home, it is a case that may well happen. Sir, when my constituents returned me, I did not undertake to represent them in the Minister's anti-chamber, but I undertook to represent them by an

open and candid avowal of my sentiments in this House. I have then no hesitation to say, I wish the state of the navy had been made higher than it is now proposed to carry it, because, in case of a rupture, our army cannot start so early as the army of the enemy. All Europe may be considered as one great camp with soldiers ready trained for battle. Our soldiers too are in a state of discipline; but still we could not collect our army with the same expedition as it could be done upon the Continent in its present state. I am induced, therefore, to propose a larger navy establishment, and I do so in the confidence that it will not tempt Ministers to engage in a speculative war, but to enable them to maintain peace; and the higher it is the greater is the probability that they will be able to do so with effect. On the subject of augmentation I shall say a few words. A great number of seamen have been discharged from service. Now every man knows that the merchant vessels will not take any of them but such as are able-bodied men. It is a common saying on board vessels of that kind, "No more cats than will catch mice." Hundreds of seamen rejected by them, and who might be usefully employed, have applied to me in great distress; for surely nobody will consider 7l. a year an adequate provision for a man who has lost a limb or an eye, and that is the allowance for an out-pensioner. Greenwich Hospital I know is full, and consequently they cannot be accommodated there. What I should propose then is, that they should be settled comfortably in their respective homes, where they would be likely to assist the recruiting service when necessary, by their influence, and the display of the rewards conferred by their country. In their present state their language is the language of resentment and despair, and their feelings the feelings of neglected merit. Such men should not be obliged to seek relief from charity, and to remain a burthen upon the Officers under whom they served, who are unable to grant them more than a momentary assistance.—The necessity of having our navy well equipped, and our army in a state of recruiting, arises from the probability of a war upon a change of the neighbouring Government. I am persuaded, in common with those who have been lately in France, and studied its political sentiments, that its present Government is not for war. It has paid the price of peace and wishes to enjoy the purchase. The elements may be military there as well as here, but they require some repose, and will not be disposed to action without necessity. I know the French Officers well, I know that to many of them blood and carnage are hateful; and victory has been often a painful thing. It is the interest of France to preserve peace, and, the better prepared we are for war, the more do we strengthen that interest, and consequently render peace more secure. But there is another circumstance which shows this would be our best policy. We cannot be ignorant that the changes of Government in France are very sudden. During my residence in that country I witnessed two. Changes of the kind were then mere things of course. I have observed the jailors preparing apartments, and I have inquired the reason. They could not give any particular explanation. They only knew there were debates in the Councils, and additional lodgings would consequently be wanted. In such a state of uncertainty and quick succession of changes of Government, no negotiation could be carried on. At length the Government of Bonaparte arrived, or, as they call it, in their gibberish, *the 18th Brumaire*. Now should any Brutus raise his hand against the life of Bonaparte, an act which I should lament, not from any regard I bear the man, but the hatred in which I hold assassination; a hatred which would make me happy in an opportunity to

shield him from the blow; what would be our situation? The death of Julius Cæsar being thus already acted, the performers in these scenes, for they manage these things quite in the theatrical way in France, would say, we must get up a new piece—The Resurrection of Tippoo Sultaun—No, that won't do. Well, let us bring out The Siege of Byzantium. No, nor that either. Well, in this distress of the Manager, what might be done? Why, they may bring out a stock piece, The Invasion of England. Now this piece won't run, if we be prepared for resistance. I have been for a year stationed upon the opposite shore of France, to announce the preparations of the enemy. From observations I made upon the harbour of Havre-de-grace, it had only eighteen feet water when the tide was out, and vessels could only come out at high water, and consequently in a limited time. The greatest number that could come out of it in one tide is sixty, and yet it has the advantage of three hours high water over any other harbour on the coast. An invasion from that part of course was not to be dreaded, and the same observations would apply, and more strongly, to all the other harbours upon the opposite shore of France. Now, if our navy should be ready it would be able to destroy any force coming from that quarter. The case, however, would be different, should France occupy the ports opposite the eastern coast of England, and prepare an invasion from that quarter. Holland affords the means of sending over an army in one night. I assert it, because I know the voyage from England to Holland is but one night's sail. It is needless to state any farther reasons for preparation. There is only one point more that I shall notice. We may equip our navy and recruit our army, without success, if we do not look to the spirit of those who serve in them. Officers should not be taught that there is any road to glory, but duty. Now, I have in my hand a publication, that has been circulated so extensively through the navy, as to be in the possession of every Officer. (Here Sir Sidney Smith read the following advertisement from a monthly publication:—"A situation about his Majesty to be sold. Another place about Court, introductory to Knighthood, to be sold immediately, and may be resold at pleasure.—(*Loud laugh.*) To prevent impertinent curiosity, no application will be received without a *nl. Note.*"—(*Laugh.*) This, I'm sure, is false; and, I hope, the Attorney General will allow me to put the publication into his hand, and proceed upon it, as he shall think proper. I shall now conclude, with expressing my hope, that the country will be kept in a complete state of preparation."

MR. STURGESS.—"Sir, I have heard, with regret, that a number of artificers have been discharged from the dock-yards at a time when our navy may require preparation and repair; and, I hope, a satisfactory answer will be given upon that point."

CAPT. MARKHAM.—"I have been given to understand by an Hon. Baronet that a great many artificers have been discharged from the dock-yards, and particularly from one near the capital (Chatham). It is true many have been discharged, but in my visitation, in company with the First Lord of the Admiralty, I had an opportunity of knowing how this matter really is, and I do say that none were discharged but those who were disabled in their bodies, who had been deficient in their duty, or so culpable as to be fit objects of the law. It has been also said that the men so discharged had no provision made for them. I say that provision has been made, and to a greater extent than at any former time, not only with regard to the amount of the pension, but also in its extension to persons who never before enjoyed any. I will not say, however, that this system is yet carried entirely into ef-

fect. There are still some forms in the way of part of it, but as soon as they shall be got over, the whole of the persons alluded to will receive proper attention. There is another description of workmen, of whom I shall say something, I mean caulkers. Now they had entered into a conspiracy of the very worst kind, in concert with those in the River. The shipbuilders applied to the Admiralty for redress. The conspirators demanded an increase of wages, which, if thus extorted, must have produced the most injurious consequences. The visitors inquired whether they were ready to go into the merchant service, and those who refused were discharged. Some others I admit were also discharged, but with respect to the supply of artificers upon the whole it never was so great. The number of apprentices is increased, and good men are received in the dock-yards. If the Hon. Baronet be ignorant of this, it is not my fault. He has also objected to the insufficiency of the allowance for out-pensioners of Greenwich Hospital. The out-pensioners are an establishment so late as 1775, in consequence of the insufficiency of the Hospital to contain the whole. I never understood that it was a receptacle for wounded men, except such as were incapable of earning a living. For such as are only slightly wounded, there is another relief, the chest of Chatham. With respect to this provision, there has been some difficulty in consequence of the neglect of Officers to furnish the necessary tickets; but every thing, in that quarter, will be soon arranged so as to render the establishment complete. The out-pensioners have always had the 7l.; but I cannot say whether it be competent: in some cases it may not.—The Hon. Baronet has made several other observations; but they do not apply to me.—I cannot follow him into the theatre and plays of France (*a laugh*). As to the publication from the back of which he has read an advertisement, the Attorney General, to whom he has handed it, will, no doubt, make a proper use of it (*a laugh*). If the Hon. Baronet has any other complaint to make against the Admiralty, I shall be ready to answer it."

SIR SIDNEY SMITH, in explanation, disclaimed any intention to attack the Admiralty, and regretted that he had the misfortune to know any thing about the political theatre of France (*laugh*.)

LORD PROBY said, he had lately seen a man at Plymouth turned out of the Dock-yard, without any provision, after thirty years service. The Dock-yard people might be bad people, but they were useful people, and if we were to vote 50,000 seamen, it was the duty of Ministers to court the services of those whom we may want. The person to whom he alluded was the builder of the Dock-yard at Plymouth. If such persons were forsaken now, we could not look forward with hope to their services in time of danger. As to the question of policy, he should not go into it, but he must agree with the Hon. Baronet, that the discharge of such men was intolerable and unjust.

CAPT. MARKHAM, in explanation, said, that the builder of Plymouth Dock-yard alluded to, was not discharged without reason, though it is the practice of the Admiralty never to assign any. In the present case, however, there was reason of the greatest magnitude. A Committee had been sent down to inquire into the abuses of the Dock-yard, and they found the timber bad, received as bad, and not properly marked; in short they found he had neglected every part of his duty, and for that reason he was discharged.

LORD HAWKESBURY.—"The question is, whether it be not better to be at peace with a large establishment, than to engage in a renewal of hostilities? Now, if our situation requires a large establishment, upon that ground I rest the answer to the question. It may be said, that

we had it not in contemplation, some time ago, to keep up so large an establishment: and I may be also asked, whether it will be necessary to continue it or increase it? Into this subject, I believe, I need not inquire. It is impossible to say beforehand, what may be the amount of force which future circumstances may require. Ministers must be governed by contingencies, and their views of every thing that might lead to consequences, that might seriously affect our safety. It is enough to say, that at the present moment, it is necessary to propose this force of 50,000 men for the service of the year 1803. In 1804, it may be proper to reconsider this vote, and see whether it be expedient to increase or diminish the present force. I do not think it necessary to allude to the strange observation, that the security of this Country is in the greatness of France. I certainly feel that Ministers, whether right or wrong, do not agree with those who maintain that position, or those who are in the other extreme. They are not prepared to say that they see the views of France in the same light as they are seen by an Hon. Gentleman now absent (Mr. Fox); and, on the other hand, they think it better to try the experiment of peace, and wiser to be prepared for the alternative of peace or war, than to involve the Country in a renewal of the contest without further delay or respite. But it is not sufficient, after the tirades which we have read, that we do prefer peace: we must do so in the spirit of peace, by showing we are prepared for the contrary; and, at the same time, avoiding that system of irritation that may provoke it. It may here be asked, is not peace, with a large establishment, war? To this, I answer; that the difference of expence is so great, I believe, nobody would find much difficulty in making a choice. The difference of the two will make the difference of between twenty and twenty-five millions. I wish to state this because the objection has been already loosely stated, and has not been sufficiently considered. I wish now to bring the question back to what I set out with, namely, that the state of Europe, the particulars of which I cannot consistently with my duty explain, requires a peace establishment to the extent proposed, but that I do not wish to rest it upon these particulars, whatever they may be, but upon the present state of affairs generally, as they are known to every man.

The question was then put and carried.

The Resolutions were then put and agreed to.

MONTHLY REGISTER

OF

Naval Events.

EARL ST. VINCENT.

EARL ST. VINCENT has been presented with a flag, by the Seamen and Marines of the Ville de Paris. It was last week delivered to his Lordship by Captain John Joyce, formerly one of the Lieutenants of that ship, who, at their request, had undertaken to convey this tribute of respect for their late Admiral. His Lordship expressed the highest satisfaction at receiving so flattering a mark of attention from such a gallant body of men, who, on all occasions, had manifested a just sense of the advantages of systematic discipline, by the most zealous and prompt obedience in the discharge of their duty. The flag is of white silk, with a red cross (which his Lordship bore when last in

command): his arms are beautifully embroidered in the centre. In the upper divisions are the words, "God save the King," and "Long live Earl St. Vincent;" and in the lower, the following inscription: "This flag is presented to Earl St. Vincent, as an humble testimony of gratitude and respect, by the Crew of his Majesty's ship the *Ville de Paris*."

LIFE BOAT AT WHITBY.

ON the 30th of November, about eleven o'clock, A. M. nearly at low water, the wind blowing strong at E. N. E. with a heavy sea, the sloop *Edinburgh*, J. Poole, Master, coal loaded from Sunderland, attempting to enter the harbour at Whitby, grounded (as was expected) a considerable distance from the Pier Head. A coble, which had, with some difficulty, got over the bar, for the purpose of giving assistance, being struck by a heavy sea, was instantly upset, and the people, three in number, immersed in water. Being good swimmers, they gained the shore, nearly exhausted by their exertions, and were conducted up the beach by some sailors, who, at the hazard of their lives, had ventured among the breakers to receive them. While the coble men were struggling with the billows, which frequently overwhelmed and hid them for a considerable time from view, the Life Boat was brought down and launched into the water, when some sailors, with the greatest alacrity, forced her through the heavy surf, and, though too late to render assistance to the men in the sea, proceeded to the vessel, took out the crew, and brought them in safety to the shore. It may be confidently asserted, that the people on board the vessel owed the preservation of their lives to the Life Boat, since the accident of the coble being upset, as above stated, would have deterred any other from making a similar attempt. The tide did not ebb out sufficiently to admit of the men getting on shore at low water, and in the course of the flood the vessel was entirely broken up. The Captain's reason for attempting to enter the harbour at such an improper time of the tide was, that the vessel had sustained much damage in crossing the bar, when coming out of Sunderland harbour, and was so leaky as to render it unsafe to keep the sea any longer.

The Bermuda paper of the 22d of October says, "Several English West India Islands have shut their ports against the Americans, owing to their having such a number of their vessels and seamen unemployed. There are also here a great number of vessels unemployed, as well as seamen; and some measure is highly necessary to stop the present trade between these Islands and the Continent, almost exclusively in American bottoms."

The British four-masted ship *Invention* arrived at New York on the 26th of October, in 44 days from Leghorn, and 30 from Gibraltar.

Naval Courts Martial.

PORTSMOUTH, DECEMBER 3.

THIS day a Court Martial was held on board the *Neptune*, on STEPHEN HOLLOWAY, a marine, for having deserted from his Majesty's ship *Camilla*, in the month of May last. He was found guilty, and sentenced to receive one hundred lashes. Captain W. O'B. YEN DRURY, President.

STATEMENT OF THE DISTRIBUTION OF THE BRITISH
NAVAL FORCE, DEC. 1, 1802.

	Line.	50.	Fr.	Sl.	Tot.
In Port and Fitting	9	3	39	44	95
Guard Ships	1	0	0	0	1
In the English and Irish Channels	0	0	4	13	17
In the Downs and North Seas	0	0	8	16	24
West India Islands, and on Passage	2	0	6	21	29
Jamaica Station, and on Passage	9	0	9	9	27
America and Newfoundland	0	1	5	5	11
Cape of Good Hope, East Indies, and on Passage	6	7	13	15	41
Coast of Africa	0	0	0	3	3
Portugal and Gibraltar	0	0	3	2	5
Mediterranean	10	2	20	13	45
Hospital and Prison Ships	1	0	0	2	3

Total in Commission	38	13	107	143	301
Receiving Ships	6	0	7	1	14
Serviceable, and repairing	23	1	10	2	36
In Ordinary	105	11	86	72	274
Building	24	0	8	2	34
Total	196	25	218	222	659

STATE OF THE ORDINARY AT EACH PORT.

Portsmouth	39	3	27	15	84
Plymouth	47	1	21	21	90
Chatham	43	7	18	2	70
Sheerness	3	1	7	10	21
River	2	0	30	27	59
Total	134	12	103	75	324

EAST-INDIA INTELLIGENCE.

HIS Majesty's ship *La Sensible*, Captain Sauce, lately lost in the East Indies, struck on a quicksand about twenty miles to the southward of the Island of Ceylon. The accident happened on the third of March, in the morning. The whole of the crew were landed in safety, notwithstanding there was a tremendous surf beating on the shore. Great hopes are entertained of saving a part of her stores and provisions. *La Sensible* mounted 32 guns.

A letter from Madras, dated so late as the 29th of May, informs us, that on the 12th, the Danish brig *Caroline*, Captain P. Blacken, arrived at the above Presidency from the Mauritius. M. Magallon, General in Chief, and Governor of the Isles of France and Reunion, has ordered a regular inventory to be taken of the cargoes of the *Tay*, *Porcher*, and *Highland Chief*, the whole of which is under the locks of the Government. Pinand has protested against this measure, considering the ships to be lawful prizes; but General Magallon has only suffered the protest to be recorded with passing judgment. The *Cornwallis*, Captain Tennent, sailed in June for the Isle of France, having on board a number of French prisoners, who were detained in Bengal, under charge of Mr. Campbell, who, on the part of Government, is to take the necessary steps towards effecting the release of the *Highland Chief*, *Porcher*, and *Tay*, with the whole of their cargoes, valued at more than 100,000*l*.

Directions have been sent to Bombay, to lay down in the docks at that Presidency a ship of 74 guns and a frigate, for the service of Government. Timber of sufficient size has been brought from the coast of Pegue for the above purpose.

Dec. 1. A Court of Directors was held at the East India House, when Captain Thomas Graham was sworn into the command of the *Windham*, destined to Fort St. George.

The following ships, in the service of the Honourable East India Company, are appointed to be afloat the ninth of December, viz. the new ship *Elphinstone*, Captain Milliken Craig, consigned to Bombay direct; the *Windham*, Captain Thomas Graham, and the *Walpole*, Captain James Sandilands, consigned to Madras.

The Company's ships the *Earl Camden* and *Bombay Castle*, for Bombay and China, and the *Royal George*, for the Island of St. Helena, Bencoolen, and China, will be dispatched in this month.

Dec. 10. A Court of Directors was held at the East India House, when the following arrangement was made in the Council at Fort St. George, in consequence of the late appointment of Lord Wm. Cavendish Bentinck, as Governor: Lieutenant General James Stuart, Commander in Chief and second in Council; William Petrie, Esq. third in Council, and Provisional Governor; John Chamier, Esq. fourth in Council, in the room of Mungo Dick, Esq. who resumes his station as Inspector of the Company's Investment.—The under-mentioned times were fixed for the *Earl Howe* instead of those originally proposed:—To be afloat 9th January, 1803; sail to Gravesend 23d ditto; stay there 30 days; be in the Downs 28th February.

LAUNCH OF THE LORD CASTLEREAGH.

On Saturday, the eleventh of December, a very fine new Indiaman, of 800 tons, built for Mr. Charnock, was launched from Messrs. Barnard and Co.'s yard at Deptford, amidst a great concourse of spectators. She is called the *Lord Castlereagh*. Her name was announced in the usual manner just as she was going off the stocks, Mrs. Charnock and Sir Sidney Smith performing the office of sponsors. She could not have been launched into her proper element under more flattering auspices; for if the beauty of the lady, and the heroic qualities of the Knight, can have any influence upon her destinies, her career must be happy and successful. The *Castlereagh* is a very fine ship, and the launch one of the best ever seen.

The following ships belonging to the Honourable East India Company are expected to be finally dispatched this week, viz.

The *Earl Camden*, Captain Nathaniel Dance, and the *Bombay Castle*, Captain Archibald Hamilton, for Bombay and China; and the *Royal George*, Captain John Fam Timins, for St. Helena, Bencoolen, and China. The *Hindustan*, Captain George Millet, and a new ship, commanded by Capt. Robert Huds., for Madras and China, will be dispatched soon after Christmas.

The arrival in India of the early regular ships will be considerably retarded, by their being ordered to the Cape for troops; and the following extra ships, exempt from such detention, will sail direct for their places of destination the tenth of next month:—*Carmarthen*, Captain Dobree, for St. Helena and Bengal; *Experiment*, Captain Carnagie, for Bombay; *Harriet*, Captain Lynch, for Madras and Bengal.

Dec. 22. A Court of Directors was held at the East India House, when the under mentioned times were ordered, for the *Hugh Inglis*, Calcutta, *Lord Castlereagh*, and *Charlton*, instead of those formerly appointed: to be afloat the ninth of January, 1803; to sail to Gravesend 23d ditto; stay there twenty days; be in the Downs the 18th of February.

The following Commanders were sworn into the command of the under-mentioned ships, viz. Captain Burrows, *Earl Howe*, Captain W. Fairfax, *Hugh Inglis*; Captain Robertson, *Lord Castlereagh*; Captain Baillie, new vessel, building by Mr. Woolmore; for St. Helena and Bombay.

The Purser of the Honourable East India Company's ship the *Royal George*, Captain John Fam Timins, attended at the India House, and received his final dispatches for St. Helena, Bencoolen, and China, with which he immediately proceeded to join the said ship: this is the first store ship for St. Helena this season. The passengers proceeding on board the *Royal George* are, Robert Leech, Esq. and family, consisting of eleven persons; Mrs. Hunter, and Mr. Worrall.

PLYMOUTH REPORT.

FROM NOVEMBER 22 TO DECEMBER 11.

Nov. 22. Wind S. W. Rain. The weather has been extremely tempestuous these two days, and several vessels have received a great deal of damage. Came in from Barbadoes, after a passage of six weeks, the *Cora*, Captain Brutton, of London; she left the island very healthy. Came in the *Coke* of Yarmouth, Captain Standford, from the Faro of Messina, bound to London. She has received much damage in a violent gale of wind. Came in the *Pearl* sloop from Lisbon. She sprung her beam, and carried away her gaff-top sail yard in a very violent gale of wind off the Dodman, this morning.

23. Wind S. W. Rain. Arrived the *Providence* of Milford, Captain Thomas, from Faro to London, and a Danish brig from Santa Cruz, much damaged in her sails and rigging, and very leaky, bound to Copenhagen; also the *Portsea*, Harding, from Cork to London with brandy; and in Cawsand Bay, a French cutter from Bourdeaux, in damage received in a violent gale of wind. Came in from a cruise against the smugglers, the *Eagle* cutter, she was in the fury of the gale of wind at S. S. E. off the Start on Saturday last, and bore away for this port.

24. Wind S. W. Rain. The *Hussar*, of 38 guns, Captain P. Wilkinson, which sailed last Wednesday, 17th instant, for Sheerness, with 300 Royal Marines, to do duty at the Chatham Dock Yard, was spoke with after the gale of wind last Thursday all well, standing to the S. S. E. making a large offing. Came in from Falmouth, the *Nimble* cutter, Lieutenant J. Coghan, she sails again directly; also the *Gannet* sloop of war, to refit the damages she sustained in the late gales of wind in a cruise in the Channel off the Scilly islands.

25. Wind S. W. Rain. This day Major Coles, and 100 of the Royal Plymouth Division of Marines, embarked on board the *Culloden*, of 74 guns, Captain C. H. Lane, now fitting for the East India Station, it is said to receive the broad pendant of Commodore Sir Thomas Trowbridge, Bart. for that station; she gets seamen very fast, as the men that enter in time of Peace, prefer a foreign to an home station.

26. Wind S. E. Fair, with Flying Clouds. Came in the *Demerara* Packet, for Demerara from Rotterdam with goods and passengers; she sailed in company with the *Vryheid*, Dutch West Indiaman, with troops, which was lost off Mythe some days since, and all hands perished but eighteen soldiers. Sailed for Surinam, the Dutch West Indiaman *Luft Bust*, having repaired the damages she sustained in her outward bound passage, in a violent gale of wind. The *Vryheid* was formerly the *Melville Castle*, East Indiaman, and was one of three sail of the same class chartered by the Government of the Batavian Republic, to carry out troops for the Batavian settlements abroad.

27. Wind S. E. Fair. Letters from the *Renown*, of 74 guns, dated Gibraltar, state, the different ships of war on that station, were to be victualled and stored for six months, and it was imagined would proceed to Malta. Came in from sea, the *Alcmene*, of 36 guns, and *Rambler*, of 18 guns. This day Lieutenant-Colonel Dyer, and 200 Royal Marines, embarked on board the *Alcmene*, of 36 guns, and sailed for Spithead directly, to do the duty at the Dock Yard there. Came in a large smuggling lugger, captured after a long chase, by the *Cormorant* sloop of war.

28. Wind S. E. Fair. Last night a trawl boat belonging to Mr. M'Ausland, Pilot to the Honourable East India Company at this port, was taken aback off Stokes's Bay, and went down, and every soul perished. Came in the *Nemesis*, of 32 guns, Captain Somerville, to repair the damages she sustained in a late gale of wind; she went up the harbour directly, and is to go into dock the first tide. Mr. Whitford, Coroner for Devon, took an inquest on the body of an invalid soldier, found drowned in Cawsand Bay.—Verdict, *Accidental Death*.

Came down a Post Office Express, with dispatches from the Admiralty, with orders to be put on board the first vessel ready for sea. The Redbridge armed schooner was immediately victualled and stored for 5 months, and it is supposed will carry out the dispatches.

29. Wind N. N. W. Fair. Yesterday, pursuant to orders from the Board of Admiralty, and Navy-Board, upwards of sixty caulkers, spinners, and rope-makers, were discharged from the dock yard at this port. Came in the London, of and for London from Trinidad, after a very long passage of 11 weeks. This day, pursuant to orders from the Victualling Board, the Labourers at the Victualling Office here, are to have their wages raised from 1s. 4d. to 2s. per diem. Sailed with the dispatches which came down yesterday from the Admiralty with sealed orders, the Redbridge armed schooner, she was victualled last evening, and went out of Hamoaze the moment she had her dispatches.

30. Wind N. E. Fair, Flying Clouds. A large East Indiaman stood into the Sound towards noon, and made signal for a pilot, but the wind shifting a point or two to the northward and N. N. W. she hauled down the signal, and making a large offing, she stood to the eastward, and is since proved to be the Scaleby Castle, arrived safe in the Downs.

Dec. 1. Wind N. E. Fair. Came in from Leith Roads, where she had landed the 26th Regiment from this Port, the Glenmore, of 36 guns, Captain Maitland, she was last from the Downs, where she had anchored for a tide. Went into Barnpool from Hamoaze, where she had been refitted, the Insolente gun brig, late from the island of Jersey, the Rambler, of 18 guns, Captain Innes, now lying betwixt the island and main, which has been refitted in Stonehouse Pool, waits for Admiralty Orders. Arrived a fine smuggling cutter, with 170 ankers of spirits, prize to L'Atalante, of 16 guns, Captain Griffith.

2. Wind S. S. W. Blows an hurricane with heavy rain. It blew all last night a perfect hurricane at S. and then at S. S. W. with a heavy pitching sea in the sound. The men of war by signal, struck yards and topmasts, both in Hamoaze, Barnpool, and the Sound, and rode the gale tolerably well. A fishing boat with two men in it, which could not weather the Cobbler's Reach, upset, and both perished. A Dutch galliott and several other loaded vessels came in for shelter, and immediately ran up Catwater. By orders from the Victualling Board, baking of fresh hard biscuit for the Royal Navy, is to begin at the Victualling Office here as soon as the mills for grinding corn are put in thorough repair.

3. Wind S. S. W. Blows an hurricane, heavy rain. In the gale of wind of yesterday, the Insolente gun brig lying in Barnpool, from the flush of sea over the bridge of St. Nicholas Island and Redding Point, drove considerably towards the rocks under Mount Edgecumbe, but brought up at last in safety. The Rambler, of 18 guns, Captain Innes, parted one cable and drove, but letting go another cable and anchor, she also brought to in safety; the sea ran still higher than last night, and was at one period of the most tremendous nature; The wind at last veered round to W. then to W. N. W. and then N. N. W. and the weather became so moderate, that it appeared as if there had not been the least blowing weather. Came in the Chance, of Portsmouth, with passengers for Plymouth Dock.

4. Wind S. W. Rain, rather moderate. Came in through stress of weather, the Dolphin, Dutch troop ship, from Amsterdam for Surinam, with Dutch hussars for that colony, Berbeca, Issequibo, and Demerara; also with troops for the same settlements, the Dutch West Indiaman, Boades Welvaast, Captain Thomson, they sailed in company with the Vryheid, Dutch Indiaman, which unfortunately was lost near Hythe, and almost all perished; the ship had been driven far to the westward, and could scarcely regain this port. Arrived from St. Lucia, last from Cork, after a passage of 11 weeks, the Endeavour transport, with Lieutenant-Colonel Stewart, and part of the 53d regiment of foot,

on board; also the *Lion* transport, with part of the 14th regiment of foot from Trinidad; when she left Trinidad, settlers from all the captured islands ceded to the French Republic, were flocking to that island to reside, preferring the mild Government of Old England to that of France.

5. Wind N. N. W. Fair. Letters received by the owners of his Majesty's late armed brig *Flora*, of 14 guns, but since the Peace employed as a Straits trader, from this port, dated the 16th October last, state her total loss on the island of Majorca, about the 9th of that month: she sailed for Venice from this port in September, with a prime cargo of pilchards, and to load back on freight for this port and London; in the night of the 8th October, in a violent gale of wind, she struck on a reef of rocks on the extremity of the island; she was soon fast, with an heavy-sea beating over her, Mr. Safer (the Master) of this place, and crew, got with difficulty on shore, to wait the morning's dawn, to see if they could save any papers, or perhaps part of the wreck. In the ensuing morning there was not a vestige of the *Flora* remaining, she was so completely knocked to pieces, that the Master could not save even his papers. After performing quarantine for seven days in a hut, at the extremity of Majorca, they were then escorted by the Spanish troops to the Spanish part of the island, where they were kindly received by the Vice Consul, and returned to England by the first vessel.

6. Wind N. W. Cloudy. Came in the *Petronella*, a large Dutch ship, bound to Amsterdam from St. Ubes, with a cargo of salt. She lost her fore-mast and its cap, and her main-top-mast, and sprung her bowsprit in the violent gale of wind a few days since in the Channel, and with a West Indiaman and Danish galliot, was forced into Whitsand Bay in the fury of the gale. Fortunately they all weathered the hurricane of Thursday the 2d, without a rag of canvas, and only one anchor out, which held. Some fishing boats, in the morning, saw their situation and boarded the *Petronella*, and brought her safe into this port. The Polperro fishermen were handsomely rewarded for their deserved exertion: in this, at the risk of their lives, preserving both ship, crew, and cargo. The other two have been hourly expected round, being under the care of our trawl-boats. Arrived from Leith, last from the Downs, the *Oiseau*, of 36 guns; and Eitern sloop of war. Also the *Alligator*, West Indiaman, with goods and passengers, bound to St. Kitts, put back by contrary winds.

7. Wind N. N. W. Cloudy. Came in from Whitsand Bay the Danish galliot embayed with the *Petronella*. She has not a stick standing. The *Petronella* must go into dock and have her cargo overhauled, as she has received so much damage. Arrived from Cork, with 100 volunteer seamen for the ships of war fitting for sea at this port, the *Hunter*, of 18 guns, Captain Jones. Letters from Beer Seaton, near the seat of the Right Hon. Lord Rolle, in this county, state the melancholy shipwreck of the *Flora*, Mr. Sanson, of this port, with a valuable cargo of deals, balk, and spars, from Dantzic for this port and its dependencies, in the dreadful gale of Thursday night. She had been six days on her passage from the Straits of Dover, and was taken aback off Beer Seaton cliffs, and it being a lee shore, as the wind then was, she soon got embayed, parted her best bower, and went plump ashore. In endeavouring to reach the beach, Mr. Sanson and three of the crew were unfortunately drowned, the rest got safe on shore. Part of the cargo will probably be saved.

8. Wind S. E. Rain. By order of the Right Hon. the Lords Commissioners of the Admiralty and Navy Boards, *La Conquerant*, of 74 guns, one of the prizes of Vice-Admiral Lord Nelson, so gloriously captured at the battle of the Nile, on the 1st of August 1798, being found on examination, so defective as not to be fit for service, even if repaired, is to go into the first vacant dock, to be broken up and sold as old timber, except those knees, &c. which may be individually found fit for further use.

9. Wind N. E. Fair. The *Tonant*, of 84 guns, one of the Nile prizes, which is thoroughly repaired, and is a very fine man of war of her class, with the *Mars*, of 74 guns, also just repaired, will come out of dock, most probably the 13th

or 14th instant. The *Hibernia*, of 120 guns, having had several additional gangs of shipwrights upon her lately: it is expected she will soon be ready for launching. She is planked up as far as her upper gun-deck. When the *Tonant*, of 84 guns, goes out of dock, the *Conquerant*, of 74 guns, to be broken up, will occupy her situation. The *Bittern*, of 18 guns, has had *Blue Peter* flying all day as a signal for sailing. The large smuggling lugger of Deal, taken by the *Escort* gun-brig, with 700 tubs of liquor, after a long chase, when the smuggler carried away her bowsprit, will most probably be restored, as she was captured out of the newly extended limits.

10. Wind variable and squally, with heavy rain. Went out of dock, after slight repair for the service of ordinary, *La Diane*, of 44 guns. Remain this day in dock, the *Tonant*, of 84 guns; *Mars*, of 74 guns; *Terrible*, of 74 guns; *Impetueux*, of 84 guns; *Fisgard*, of 48 guns; and *Nemesis*, of 32 guns. *La Conquerant*, of 74 guns, hauled alongside the Jetty Head for the purpose of going into dock. A great discharge of nurses took place this day from the Royal Naval Hospital, and for the future peace establishment there is to be only one nurse to ten patients kept on that establishment.

PORTSMOUTH REPORT,

FROM NOVEMBER 20 TO DECEMBER 23.

Nov. 20. The *Alarm*, Captain Parker, will be paid off this day, and her crew turned over to the *Donnegal* and *Amazon*. Captain Parker will succeed Captain Sutton in the command of the latter ship. Yesterday the *Swallow* revenue cutter seized, off Beachy Head, the *Fox* cutter of Hastings, laden with 370 kegs of liquor, 43 bales of tobacco, and four cases of cards.

24. Arrived this day at the Motherbank, and were put under quarantine, the *Union*, *Gemmel*, from Baltimore; spoke the *Susannah* from Jamaica for London, 3d inst. in lat. 44 17. long. 44; *Union*, *Goodwin*, from Malaga; and *Vestal*, *Barber*, from Fiume. Passed by this day, the *Leander*, *White*, from Demarara; sailed October 13, when it was in the possession of the English, as well as Surinam, Berbice, and Essequibo; and *Martha*, *Roche*, from Grenada; the *Columba*, from the West Indies, bound to London; also the *Ant* cutter, bound for Havre; and a brig for Dunkirk.

25. Came into harbour the *Camilla* sloop of war, of 20 guns. Passed by this evening, the *Quebec*, *Bayly*, from Quebec.

26. The reduction of the labourers and artificers in the dock-yard to the Peace Establishment, takes place every day. Arrived the *Galgo* sloop of war, Captain Dod, from Newfoundland. Came into harbour, the *Camilla*, of 20 guns, Captain Hill. The *Diamond* frigate, Captain Elphinstone, was paid off on Wednesday, and recommissioned.

28. The *Severn*, of 44 guns, Captain Barker, from Barbadoes; and the *Tisiphone* sloop of war, from Jamaica, were blown by this port on Wednesday night, and have since arrived in the Downs. The *Pluto* sloop of war, Captain Barwell, is hourly expected to arrive at this port from Newfoundland. The *Aurora*, Captain Malbon, has sailed from thence for Lisbon; and the *Falcon*, Captain Onmanney, is to remain there during the winter. This day passed by the *Triton* outward-bound East Indiaman. The Governor Marteens, Captain Richardson, for Demarara, sailed from Spithead this morning.

29. Went out of harbour, the *Leda* frigate; *La Determinee*, of 24 guns; and *Alonzo* sloop of war.

30. Arrived the *Susannah*, *Shelton*, from London for St. Kitt's. Arrived the Autumn sloop of war, Captain Richardson; and the *Charger* gun-vessel, from the eastward. Sailed the *Alonzo*, Captain Faulknor, to open a rendezvous at Dublin, for the entry of seamen. Passed through Spithead this morning,

the Glenmore frigate, Captain Maitland. Came into harbour the Galatea, of 32 guns, Captain Wolfe. The Leda, of 36 guns, Captain J. Hardy; and the Determinée, of 24 guns, Captain Becker, went out of the harbour yesterday morning.

Dec. 2. Arrived the Aurora frigate from Lisbon; and the Themis, Captain William Guest, from Riga, bound to Cadiz. This morning arrived the Alcmené frigate, Captain Stiles, with Royal Marines, under Colonel Dyer, from Plymouth, to do the dockyard duty at this port. The Magicienne frigate, Captain Vansittart, sailed this morning for Chatham; but the wind shifting to the eastward, she was obliged to bring to again at St. Helen's. Came into harbour the Topaze frigate, to be paid off. The Dryad frigate, Captain Williams, had made the signal for sailing.

3. Arrived the Scalesby Castle, from Bengal.

4. Sailed the Magicienne, of 44 guns, Captain Vansittart; Penelope, of 36 guns, Captain Broughton; Autumn, of 16 guns, Captain Richardson, to the eastward; and the Dryad, of 36 guns, Captain Williams, on a cruise.

5. Arrived the Crown transport, from St. Lucia, and is put under quarantine. The caulkers who were discharged from this dockyard, in consequence of their refusing to go to work in the Merchants' yards, during the combination among that class of men, have been re-entered.

10. This morning arrived the Amphion, of 32 guns, Captain T. M. Hardy, in eight days from Lisbon. She sailed from thence yesterday se'nnight, in company with the Prince Adolphus packet, Captain Jones. The Vincejo sloop of war, Captain Prevost, was lying there, waiting for dispatches to take to Gibraltar. The Amphion carried out Lord R. Fitzgerald, Ambassador to the Court of Lisbon, and was thirty one days on her passage. Arrived the Adder gun-brig from the eastward.

11. The Amazon, of 38 guns, is gone down to St. Helen's. She is ordered to be in readiness to sail at a moment's notice.

14. Arrived the Pluto sloop of war, Captain Barwell, from Newfoundland; and the Port Mahon sloop of war, Captain Grossett, from Jersey, with new raised seamen. Came into harbour the Amphion, of 36 guns, Captain Hardy; and the Alcmené, of 32 guns, Captain Stiles, to be repaired. Sailed the Adder gun-vessel, Lieutenant Wood, to the eastward; and the Monkey, Lieutenant Weir, on a cruise. Remains at St. Helen's, waiting for orders, the Amazon, of 38 guns, Captain Parker.

20. Arrived at the Motherbank, with the loss of anchor and cables, the ship Olive Branch, bound to the West Indies. Arrived this day, the Queen, Robinson; and Industry, Meat, from Shields; Harriot, Pearson, from Sunderland; and Columbine, Campbell, from London, bound to Gibraltar.

21. Arrived the ship Queen, John Jackson, Master, from Bermuda, with part of the 42d regiment, in twenty-five days. This ship, on the 16th instant, spoke the Mary, of London, Jones, Master, from Honduras to London, in ten weeks; she had been to the Havannah to refit. Arrived the Nelson, Donald, from Dover: this vessel was supposed to have been lost; the Nancy, Ray; and Polly and Nancy, Lemer, from Waterford; and Axiom, Mickersom, from Newcastle.

22. Arrived this evening his Majesty's ship Thames, from Gibraltar. Arrived this day the Admiral Colpoys, Adams, Master, from the Havannah, in five weeks and three days. She spoke on the Grand Bank of Newfoundland, lat. 42. 30. long. 49. the ship Johnston, for Boston, out thirty-five days, and saw a brig, name unknown, in eighty five days from Honduras. Passed by last night, the ship Two Friends, Vose, from New York to London. She spoke on the 12th instant, lat. 49. and a half, long. 26. the ship Reunion, from Virginia to Liverpool, and saw a small vessel off Scilly, bottom upwards.

Promotions and Appointments.

The Lords of the Admiralty have appointed Richard Truscott, Esq. late Purser of the Suffolk, to be Purser of his Majesty's ship the *Achille*, a fine new ship of 80 guns, which, it is said, will be a guard-ship at Plymouth.

The Lords of the Admiralty have been pleased to appoint Mr. Collins, late Purser of the *Eugene*, of 18 guns, to be Purser of *La Renard*, of 24 guns, Hon. Captain Cathcart, *vice* Mr. Mitchell, the late Purser. J. Liddel, Esq. Deputy Judge-Advocate at this port, is also appointed from the *Culloden*, of 74 guns, to be Purser of the *New Conqueror*, of 74 guns, now in ordinary in the river Tamar.

— Cawsay, Esq. is appointed Secretary to Rear-Admiral Dacres, Naval Commander at Plymouth, *vice* W. Welford, Esq. resigned.

Lieutenant Thomas Staines, late of the *Foudroyant*, is promoted to the rank of Commander.

Captain M. Cowan is confirmed in his rank as a Commander.

Captain Wolfe, of the *Galatea*, is appointed to *L'Aigle*, a fine new frigate.

Dr White, Surgeon of the Dockyard at Sheerness, is removed to Chatham; and J. Stephenson, Esq. late one of the Surgeons at Haslar Hospital, is appointed to succeed him at Sheerness.

Mr. Hendry, late Surgeon of the *Ambuscade*, is appointed to the *Sirius*; and Mr. Allen, late of the *Ramilies*, is appointed Surgeon of the *Venerable*, of 74 guns, Captain Searle.

BIRTH.

Dec. 7. In Wimpole street, the Lady of Captain M. H. Scott, of the Royal Navy, of a son.

MARRIAGES.

At Mugdrum House, Fifeshire, Rear-Admiral Duddington, to Miss Stewart, eldest daughter of W. Stewart, Esq.

On Monday, Dec. 6, at Kingston, by the Rev. Mr. Bussell, Mr. Daniel Sparshott, Purser in the Royal Navy, to Miss S. Balderston, daughter of the late Mr. Balderston, of Dover.

Lately, at Brixham, Captain Masefield, of the Royal Navy, to Miss Davison, of Chatham.

On Saturday, Dec 11, at Mary le-bone, Captain Middleton, of the Royal Navy, and nephew to the Right Hon. the Earl of St. Vincent, to Miss Leake, daughter of J. M. Leake, Esq.

On Sunday, Dec. 12, Lieutenant Franklin, of the Royal Navy, to Miss A. Snook, of Cumberland-street, Portsea.

On Tuesday, Dec. 14, in Gloucester, Rear-Admiral Thornborough, of the Royal Navy, to Miss Jaynes, daughter of Sir Edwin Jaynes, of that city.

OBITUARY.

On the 26th of September last, at St. Lucia, West Indies, Lieutenant Vernon Gambier Yates, of his Majesty's ship *Castor*, and the eldest son of Mr. T. L. Yates, Purser of his Majesty's ship *Prince George*.

On the 3d of October last, Mr. William Barber, Midshipman in his Majesty's Navy, on his return from the West Indies in the *Nelly*, Captain Baker, was washed overboard in a gale of wind and drowned, as they could not afford him the least assistance.

On the 2d of December, at Oundle, after a short illness, Elmer Pywell, Esq. late a Lieutenant in the Navy.

Lately, Rear-Admiral Samuel Graves, eldest brother of Rear-Admiral Sir Thomas Graves, K. B.

I N D E X

TO THE

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